METROPOLITAN TRANSPORTATION COMMISSION Meeting Transcript



1	JOINT MTC PLANNING COMMITTEE AND ADMINISTRATIVE COMMITTEE
2	FRIDAY, APRIL 14 TH , 2023, 9:40 AM
3	
4	
5	CHAIR MTC PC, JAMES P. SPERING: GOOD MORNING. I WOULD LIKE TO
6	CALL TO ORDER THE JOINT MTC PLANNING COMMITTEE WITH THE ABAG
7	ADMINISTRATIVE COMMITTEE. THIS MEETING IS BEING WEBCAST ON THE
8	MTC WEB SITE. MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM
9	WISHING TO SPEAK SHOULD USE THE RAISED HAND FEATURE OR DIAL
10	STAR NINE, AND I WILL CALL UPON THEM OR MARTHA WILL, AT THE
11	APPROPRIATE TIME. TELECONFERENCE ATTENDEES WILL BE CALLED UPON
12	BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. WHAT I WOULD
13	LIKE TO DO IS I'LL CALL THE MTC PLANNING COMMITTEE TO ORDER,
14	APPROVE OUR CONSENT CALENDAR THEN HAND IT OVER TO THE
15	PRESIDENT OF ABAG AND THEN HE CAN DO THE ABAG PORTION OF THAT.
16	SO, WITH THAT, COULD WE PLEASE HAVE A ROLL CALL OF THE MTC
17	PLANNING COMMITTEE?
18	
19	CLERK OF THE BOARD: WILL DO. CHAIR SPERING?
20	
21	CHAIR MTC PC, JAMES P. SPERING: PRESENT.
22	
23	CLERK OF THE BOARD: VICE CHAIR AHN IS ABSENT. CANEPA?
24	
25	DAVID CANEPA: HERE.



1	
2	CLERK OF THE BOARD: DUTRA-VERNACI?
3	
4	CAROL DUTRA-VERNACI: HERE.
5	
6	CLERK OF THE BOARD: GIACOPINI, NON-VOTING IS ABSENT.
7	COMMISSIONER MAHAN?
8	
9	MATT MAHAN: HERE.
10	
11	SPEAKER: HERE.
12	
13	CLERK OF THE BOARD: THANK YOU. COMMISSIONER NOACK?
14	
15	SUE NOACK: HERE.
16	
17	CLERK OF THE BOARD: RABBITT?
18	
19	DAVID RABBITT: HERE.
20	
21	CLERK OF THE BOARD: WE HAVE A QUORUM.
22	
23	CHAIR MTC PC, JAMES P. SPERING: THANK YOU. FIRST ORDER OF
24	BUSINESS IS THE CONSENT CALENDAR. AND IS THERE LET ME TAKE



1	A MOTION AND A SECOND, AND THEN WE'LL SEE IF THERE IS ANY
2	PUBLIC COMMENT.
3	
4	DAVID RABBITT: SECOND RABBITT.
5	
6	SUE NOACK: SECOND. NOACK.
7	
8	CHAIR MTC PC, JAMES P. SPERING: MOTION AND SECOND. IS THERE
9	ANY PUBLIC COMMENT ON THIS ITEM?
10	
11	CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH
12	THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED
13	ON THIS ITEM. IS THERE ANYONE AT THE REMOTE LOCATION WISHING
14	TO SPEAK ON THIS ITEM? SEEING NONE.
15	
16	CHAIR MTC PC, JAMES P. SPERING: OKAY. WITH THAT PLEASE TAKE
17	THE ROLL.
18	
19	CLERK OF THE BOARD: CHAIR SPERING?
20	
21	CHAIR MTC PC, JAMES P. SPERING: YES.
22	
23	CLERK OF THE BOARD: VICE CHAIR AHN IS ABSENT. COMMISSIONER
24	CANEPA?
25	



1	DAVID CANEPA: YES.
2	
3	CLERK OF THE BOARD: COMMISSIONER DUTRA-VERNACI?
4	
5	CAROL DUTRA-VERNACI: AYE.
6	
7	CLERK OF THE BOARD: MAHAN?
8	
9	MATT MAHAN: AYE.
10	
11	CLERK OF THE BOARD: MOULTON PETERS?
12	
13	STEPHANIE MOULTON-PETERS: YES.
14	
15	CLERK OF THE BOARD: NOACK?
16	
17	SUE NOACK: YES.
18	
19	CLERK OF THE BOARD: COMMISSIONER RABBITT?
20	
21	CHAIR, DAVID RABBITT: AYE.
22	
23	CLERK OF THE BOARD: MOTION PASSES UNANIMOUSLY BY ALL MEMBERS
24	PRESENT.



1	CHAIR MTC PC, JAMES P. SPERING: THANK YOU. I'LL TURN IT OVER
2	TO ABAG CHAIR.
3	
4	CHAIR ABAG PC, JESSE ARREGUIN: ITEM FOUR. I'LL ASK THE ABAG
5	CLERK, MARTHA SILVER TO CONDUCT ROLL CALL TO CONFIRM WHETHER A
6	QUORUM OF THE ABAG ADMINISTRATIVE COMMITTEE IS PRESENT.
7	
8	CLERK OF THE BOARD: MAYOR ARREGUIN?
9	
10	CHAIR ABAG PC, JESSE ARREGUIN: HERE.
11	
12	CLERK OF THE BOARD: EKLUND?
13	
14	PAT ECKLUND: PRESENT.
15	
16	CLERK OF THE BOARD: FLIGOR IS ABSENT. MAYOR HUDSON IS ABSENT.
17	SUPERVISOR LEE?
18	
19	OTTO LEE: PRESENT.
20	
21	CLERK OF THE BOARD: THANK YOU. SUPERVISOR RABBITT?
22	
23	DAVID RABBITT: HERE.
24	
25	CLERK OF THE BOARD: RAMOS?



1 2 BELIA RAMOS: PRESENT. 3 CLERK OF THE BOARD: ROMERO? 4 5 CARLOS ROMERO: PRESENT. 6 7 8 CLERK OF THE BOARD: MAYOR SILVA IS ABSENT. SHE'S IN THE ATTENDEES BUT NOT AT A TELECONFERENCE LOCATION, SO SHE IS 9 10 CONSIDERS ABSENT FOR THIS MEETING. QUORUM IS PRESENT. 11 CHAIR ABAG PC, JESSE ARREGUIN: THANK YOU. AND MAYOR SILVA, IF 12 YOU WOULD LIKE TO PARTICIPATE IN THE DISCUSSION, RAISE YOUR 13 HAND AND I AM SURE WE CAN CALL ON YOU, BUT UNFORTUNATELY YOU 14 WILL NOT BE ABLE TO VOTE ON ANY BUSINESS TODAY. THANK YOU FOR 15 16 JOINING US. MOVING TO ITEM FIVE, THE ABAG COMPENSATION ANNOUNCEMENT. PLEASE MAKE THE ABAG ADMINISTRATIVE COMMITTEE 17 COMPENSATION ANNOUNCEMENT. 18 19 CLERK OF THE BOARD: ACCORDING TO STATE LAW I AM MAKING THE 20 21 FOLLOWING ANNOUNCEMENT, THE MEMBERS OF THE ABAG BOARD IN ATTENDANCE AT THIS MEETING ARE ENTITLED TO RECEIVE PER DIEM AN 22 AMOUNT OF \$150 AS A RESULT OF CONVENING A MEETING FOR WHICH 23 EACH MEMBER IS ENTITLED TO COLLECT PER DIEM. THANK YOU. 24



CHAIR ABAG PC, JESSE ARREGUIN: THANK YOU THAT BRINGS US TO 1 AGENDA ITEM SIX, ABAG CONSENT CALENDAR 6A, APPROVAL OF THE 2 3 MINUTES OF MARCH 10TH 2023, AND 6B AUTHORIZATION TO ENTER INTO SUBAWARD WITH CITY OF ALAMEDA FOR THE SAN LEANDRO OPERATIONAL 4 5 LANDSCAPE UNIT ADAPTATION PROJECT \$300,000. DO ANY MEMBERS WISH TO PULL AN ITEM OR PROVIDE A MOTION TO APPROVE THE 6 7 CONSENT CALENDAR? 8 DAVID RABBITT: SO MOVED, RABBITT. 9 10 CARLOS ROMERO: SECOND, ROMERO. 11 12 CHAIR ABAG PC, JESSE ARREGUIN: MOVED BY MEMBER BY RABBITT, 13 SECOND BY ROMERO. ANY DISCUSSION FROM THE COMMITTEE ON THE 14 MOTION? ANY PUBLIC COMMENT, OR WRITTEN COMMENT RECEIVED? 15 16 CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH 17 THEIR HAND RAISED, AND THERE WAS NO PUBLIC COMMENT SUBMITTED 18 ON THIS ITEM. NO MEMBERS OF THE PUBLIC IN THE BOARDROOM FOR 19 PUBLIC COMMENT. AND CAN I ASK FOR PUBLIC COMMENT IN REMOTE 20 21 LOCATIONS. SEEING NONE. 22 23 CHAIR ABAG PC, JESSE ARREGUIN: OKAY. THANK YOU. WILL THE CLERK

PLEASE CONDUCT ROLL CALL VOTE ON THE MOTION.

24



1	CLERK OF THE BOARD: MOTION RABBITT, SECOND BY ROMERO.
2	ARREGUIN?
3	
4	CHAIR ABAG PC, JESSE ARREGUIN: YES.
5	
6	CLERK OF THE BOARD: ECKLUND?
7	
8	PAT ECKLUND: AYE.
9	
10	CLERK OF THE BOARD: FLIGOR IS ABSENT. MAYOR HUDSON IS ABSENT.
11	LEE?
12	
13	OTTO LEE: AYE.
14	0110 222. Mil.
	CLERK OF THE BOARD: THANK YOU. SUPERVISOR RABBITT?
16	CLERK OF THE BOARD. THANK 100. SOTERVISOR RADDITT:
17	DAVID RABBITT: AYE .
	DAVID RABBIII. AIE .
18	
	CLERK OF THE BOARD: RAMOS?
20	
	BELIA RAMOS: AYE.
22	
23	CLERK OF THE BOARD: ROMERO?
24	
25	CARLOS ROMERO: YES.



1 2 CLERK OF THE BOARD: MAYOR SILVA IS IN ATTENDEES. MOTION PASSES 3 UNANIMOUSLY BY ALL MEMBERS PRESENT. 4 5 CHAIR MTC PC, JAMES P. SPERING: 6 7 CHAIR ABAG PC, JESSE ARREGUIN: THANK YOU. I'LL PASS IT BACK TO 8 CHAIR SPERING. 9 CHAIR MTC PC, JAMES P. SPERING: ITEM ONE IS PROPOSED 10 11 TRANSPORTATION ELECTRIFICATION PROGRAM AND MATT WERE YOU GOING TO INTRODUCE THIS? 12 13 MATT MAHAN: I'M GOING TO TURN IT OVER TO NAME CHO HERE. ONE 14 THING ABOUT THE AGENDA THIS ITEM IS FOR MTC APPROVAL GIVEN ITS 15 16 MTC OBAG MONEY CITIZEN SOURCE OF THIS. THE AGENDA SAYS IT'S FOR ABAG APPROVAL BUT THIS'S ACTUALLY INCORRECT. MATT MALONEY. 17 IT IS FOR APPROVAL FOR MTC TODAY. 18 19 CHAIR MTC PC, JAMES P. SPERING: JAMES. 20 21 22 JAMES CHOE: GOOD MORNING JAMES CHO MTC CLIMATE STAFF WITH THE REGIONAL PLANNING PROGRAM, NEXT SLIDE. LAST SEPTEMBER AND 23 DECEMBER STAFF PRESENTED TO THE COMMITTEE ON THE CLIMATE 24 PROGRAM AND INITIAL INVESTMENT DIRECTION FOR THE \$110 MILLION 25



- 1 IN OBAG THREE FUNDING TO IMPLEMENT THE CLIMATE INITIATIVES
- 2 WHICH INCLUDE TRANSPORTATION ELECTRIFICATION OR TE AND
- 3 STRATEGIES TO ACCELERATE THE ADOPTION AND ACCESS TO ELECTRIC
- 4 VEHICLES AND ELECTRIC MOBILITY OPTIONS NOW WE'RE RETURNING TO
- 5 THE COMMITTEES FOR APPROVAL ON THE SET OF TRANSPORTATION
- 6 ELECTRIFICATION INITIATIVES AND INVESTMENT. FIRST CONTEXT, I
- 7 WANT TO PROVIDE ON THE UPDATE ON THE STATE OF ELECTRIC VEHICLE
- 8 MARKET IN CAL CALLING. SO, IF IT FEELS LIKE YOU HAVE BEEN
- 9 HEARING ABOUT EVS EVERYWHERE THESE DAYS IT'S PROBABLY BECAUSE
- 10 YOU ARE. EV ADOPTION IS ACCELERATING. THE CHART THAT'S SHOWN
- 11 UP HERE IS FROM THE LOWEST BASE ON DATA FROM THE CALIFORNIA
- 12 ENERGY COMMISSION, AND IT SHOWS SHARE OF CAR SALES EACH YEAR
- 13 IN CALIFORNIA THAT WERE ELECTRIC. IN 2022, WHAT YOU ARE SEEING
- 14 HERE IS NEARLY 20% OF NEW CARS SOLD IN CALIFORNIA WERE EVS.
- 15 THIS IS MORE THAN DOUBLE THE SHARE WHAT YOU CAN SEE JUST TWO
- 16 YEARS PRIOR. AND, SO SINCE 2011, THERE HAVE BEEN ABOUT 1.4
- 17 MILLION EVS SOLD IN CALIFORNIA. BUT WITH OVER 345,000 SOLD IN
- 18 2022 ALONE. AND NOT TO BE OUTDONE BUT ELECTRIC BIKES SALES
- 19 HAVE ALSO SOARED IN RECENT YEARS. EV BIKE SALES OUTPACING BIKE
- 20 SALES 2 TO 1 ACCORDING TO SOME REPORTS. NEXT SLIDE. STATE OF
- 21 CHARGING INFRASTRUCTURE IN CALIFORNIA ACCORDING TO CEC DATA
- 22 THERE ARE MORE THAN 80,000 PUBLIC AND SHARED EV CHARGERS IN
- 23 CALIFORNIA. NOTE THAT THIS EXCLUDES DEDICATED CHARGERS PEOPLE
- 24 USE AT HOME IN THEIR GARAGES FOR EXAMPLE. WE KNOW THERE ARE
- 25 CONCERNS ABOUT WHETHER THERE ARE ENOUGH CHARGERS TO SUPPORT



- 1 THE ANTICIPATED NUMBER OF EVS. THE CALIFORNIA AIR RESOURCES
- 2 BOARD OR CARB ESTIMATES THAT WE NEED 8 MILLION ZERO-EMISSIONS
- 3 VEHICLES BY 2030 TO SUPPORT OUR STATE GOAL. TO SUPPORT THAT
- 4 NUMBER OF EVS THE CEC ESTIMATES WE NEED NEARLY 1.2 MILLION EV
- 5 CHARGERS NEXT SLIDE. IN ADDITION TO THOSE STATE GOALS,
- 6 SUPPORTING THE TRANSITION TO CLEAN VEHICLES IS AN ESSENTIAL
- 7 STRATEGY IN PLANNED BAY AREA 2050 TO ACHIEVE OUR GREENHOUSE
- 8 GAS REDUCTION TARGET FOR THE REGION. AND TO SUPPORT THE
- 9 IMPLEMENTATION OF STRATEGY EN8 FROM THE PLAN, THE COMMISSIONS
- 10 APPROVED 65 MILLION IN OBAG THREE PROGRAMMING FOR
- 11 TRANSPORTATION ELECTRIFICATION IN OCTOBER LAST YEAR. AS PART
- 12 OF THE 110 MILLION FOR THE CLIMATE INITIATIVES. NEXT SLIDE
- 13 PLEASE. IN DECEMBER, PLANNING COMMITTEE ITEM WE PRESENTED AN
- 14 INITIAL SET OF, TE PROGRAM IDEAS BASED ON INPUT WE RECEIVED
- 15 FROM LETTERS OF INTEREST THAT WE COLLECTED IN PUBLIC AGENCIES
- 16 ACROSS ALL NINE COUNTIES AND FOLLOW UP DISCUSSIONS WE HAD WITH
- 17 MANY OF THEM IN DECEMBER THE COMMITTEE RECOMMENDED REACHING
- 18 OUT TO THE POTENTIAL LOCAL PARTNERS ADMINISTERING THE PROGRAMS
- 19 INCLUDING THE AIR DISTRICT COMMUNITY CHOICE AGGREGATORS OR
- 20 CCAS. SINCE MEETING WITH THE AIR DISTRICT ALL SEVEN BAY AREA
- 21 CCAS, PG&E, COUNTY TRANSPORTATION AGENCY PLANNING DIRECTORS
- 22 AND EXECUTIVE DIRECTORS AND TRANSIT OPERATORS BOTH AT THE
- 23 DECEMBER PARTNERSHIP MEETING AND AT TARGETED FOLLOW UP
- 24 MEETINGS WE RECEIVED HELPFUL FEEDBACK WHICH INCLUDED HEARING
- 25 THAT MANY PROGRAM ADMINISTRATORS WOULD WELCOME MORE



- 1 COORDINATION ACROSS THE REGION INCLUDING LEVERAGING EACH
- 2 OTHER'S EXPERTISE AND FUNDING AND ALSO PURSUING FUNDING
- 3 OPPORTUNITIES TOGETHER. THERE IS NEED FOR PLANNING ASSISTANCE
- 4 THAT WOULD UNLOCK ACCESS TO A LOT OF FUNDING OPPORTUNITIES
- 5 THAT ARE COMING FROM THE FEDERAL AND STATE LEVELS
- 6 IMPLEMENTATION WE HEARD THAT CATEGORIES OF INITIATIVES THAT WE
- 7 INITIALLY PROPOSED ARE THE RIGHT AREAS OF FOCUS FOR MANY OF
- 8 OUR LOCAL AGENCY PARTNERS WHAT WE HEARD DIRECTLY LINKS TO THE
- 9 SET OF PROGRAMS THAT WE'RE PROPOSING TO OFFER. NEXT SLIDE.
- 10 BASED ON THE INPUT WE REFINED OUR INITIAL INVESTMENT IDEAS AND
- 11 ARE PROPOSING THE FOLLOWING SET OF INITIATIVES TO IMPLEMENT
- 12 THE CATEGORIES AND INVESTMENT LEVELS FOR EACH REMAINS SIMILAR
- 13 TO WHAT WE PRESENTED TO THE COMMITTEE IN DECEMBER THEY'RE
- 14 STILL CHARGING INFRASTRUCTURE ELECTRIC BIKE LOCAL PUBLIC FLEET
- 15 ELECTRIFICATION AND PLANNING RELATIVE TO INVESTMENT LEVELS FOR
- 16 EACH SIMILAR TO IN THIS TABLE PROVIDING A OUICK OVERVIEW OF A
- 17 FULL SET OF INITIATIVES. I'LL RUN FEW EACH ONE IN THIS
- 18 PRESENTATION. NEXT SLIDE. THE FIRST SET OF PROGRAMS IS TO
- 19 SUPPORT THE EXPANSION OF CHARGING INFRASTRUCTURE SO INITIATIVE
- 20 ONE WILL BE FUNDING PROGRAM ADMINISTERING COORDINATION WITH
- 21 THE AIR DISTRICT RUNNING A PROGRAM FOR A NUMBER OF YEARS KNOWN
- 22 AS CHARGE SETTING UP IN A WAY THAT LEVERAGES RESOURCES AND
- 23 FILLS GAPS BETWEEN OUR PROGRAMS SO WE CAN DEPLOY MORE
- 24 INFRASTRUCTURE ACROSS THE REGION. WE WANT TO COORDINATE WITH
- 25 PROGRAM ADMINISTRATORS IN THE REGION INCLUDING THE CCAS. AGAIN



- 1 WHAT WE HEARD REPEATEDLY FROM STAKEHOLDERS IS THAT WE SHOULD
- 2 COORDINATE REGIONALLY AS MUCH AS POSSIBLE AS WE ROLL OUT NEW
- 3 INVESTMENTS WE WANT TO MAKE SURE PROGRAMS CAN SUPPORT RATHER
- 4 THAN BEING REDUNDANT OR ADDING COMPLEXITY. THERE IS A LOT OF
- 5 EXPERTISE IN THE REGION AND FUNDING FOR CHARGING
- 6 INFRASTRUCTURE SO WE SHOULD SET UP PROGRAMS IN A WAY THAT
- 7 EXPAND REACH OF THESE RESOURCES. NEXT SLIDE PLEASE. THE OTHER
- 8 CHARGING INFRASTRUCTURE INITIATIVE WE'RE PROPOSING IS TO
- 9 SUPPORT THE DEPLOYMENT OF CHARGING EQUIPMENT AT TRANSIT
- 10 STATION PARKING LOTS AND OTHER PUBLICLY ACCESSIBLE TRANSIT
- 11 STATION FACILITIES TO PROVIDE CHARGING FOR EVS AND ELECTRIC
- 12 MOBILITY OR E-MOBILITY OPTIONS SUCH AS E-BIKES. CHARGING
- 13 EQUIPMENT WOULD SERVE BOTH TRANSIT CUSTOMERS AND RESIDENTS IN
- 14 THE COMMUNITY INVESTMENTS WOULD PRIORITIZE PLACES THAT CAN
- 15 IMPROVE ACCESS TO CHARGING IN UNDERSERVED COMMUNITIES THIS
- 16 PROGRAM ALIGNS WITH GOALS TO DEVELOP CHARGING OPPORTUNITIES AT
- 17 KEY DESTINATIONS SUCH AS TRANSIT STATIONS AND TO SUPPORT
- 18 ACCESS AND USE OF CLEAN MOBILITY OPTIONS. NEXT SLIDE PLEASE.
- 19 THE SECOND SET OF INITIATIVES ADDRESSES THE INTEREST IN
- 20 EXPANDING ACCESS TO E-BIKES THROUGH ELECTRIC BIKESHARE
- 21 INVESTMENTS. BECAUSE THIS SECOND SET OF INITIATIVES ARE
- 22 PRIMARILY CENTERED ON THE REGIONAL BIKESHARE SYSTEM AND BAY
- 23 WHEELS CONTRACT THAT MTC COORDINATES WITH LYFT STAFF PRESENTED
- 24 THE ELECTRIC BIKESHARE INITIATIVES TO THE OPERATIONS COMMITTEE
- 25 AT THE FEBRUARY 10TH MEETING. AT THAT MEETING THE COMMITTEE



- 1 APPROVED THE EXECUTIVE DIRECTOR TO NEGOTIATE A CONTRACT WITH
- 2 LYFT NOT TO EXCEED 16 MILLION FOR AN EXPANSION OF THE BAY
- 3 WHEELS BIKESHARE SYSTEM. THIS INVESTMENT WILL INCLUDE OFFERING
- 4 MORE E-BIKES IN THE FLEETS DEVELOPING MORE STATIONS WITHIN THE
- 5 BAY WHEEL SYSTEM TO CARRY EQUIPMENT TO ELECTRIFY A SET OF
- 6 STATIONS THAT BIKES CAN BE CHARGED ON-SITE SUBSIDIZING COLLEGE
- 7 STUDENT MEMBERSHIP, SINCE THERE WAS INTEREST IN STARTING WITH
- 8 THE COMMUNITY COLLEGES INITIALLY THEN PROGRAMMING REMAINING \$4
- 9 MILLION IN FUNDING ALLOCATED FOR THE ELECTRIC BIKESHARE
- 10 INITIATIVES WILL BE BROUGHT BACK TO THE COMMITTEE IN THE
- 11 SPRING INITIAL IDEA DESCRIBED IN FEBRUARY INCLUDE EXPANSION OF
- 12 BAY WHEELS INTO ADJACENT CITIES FUNDING CITIES FOR WORK
- 13 ASSOCIATED WITH STATION ELECTRIFICATION, ADAPTIVE BIKESHARE
- 14 PROGRAMS AND ASSISTANCE TO LOCAL STAFF FOR BIKESHARE STATION,
- 15 AGAIN INITIATIVES APPROVED IN FEBRUARY AND THE PROGRAM FOR
- 16 REMAINING BIKESHARE INVESTMENT WILL BE BROUGHT TO THE
- 17 COMMITTEES IN SPRING BUT TODAY WE'RE SEEKING APPROVAL ON THIS
- 18 AND OTHER INITIATIVES I'M PRESENTING ON. CATEGORY 3 WE SEEK TO
- 19 SUPPORT ELECTRIFICATION OF LOCAL PUBLIC FLEETS PROPOSING TO DO
- 20 THIS IN INITIATIVE 3A BY PROVIDING FLEET TRANSITION PLANNING
- 21 ASSISTANCE TO LOCAL AGENCIES. AGENCIES WILL HAVE TO MEET
- 22 INCREASINGLY STRUCTURE REQUIREMENTS TO CLEAN THEIR FLEETS WITH
- 23 EXPECTATION THAT ALL NEW VEHICLE REPLACEMENTS WILL BE ZERO-
- 24 EMISSIONS BY 20,027 BASED ON DISCUSSIONS WITH LOCAL
- 25 STAKEHOLDERS THE TARGETS FOR PLANNING SUPPORT PARTICULARLY



- 1 SMALLER LESS RESOURCE AGENCIES WE HAVE HEARD MANY CITIES DON'T
- 2 HAVE THE EXPERIENCE OR EXPERTISE YET TO PREPARE TRANSITIONING
- 3 FROM OPERATING GASOLINE AND DIESEL FUEL VEHICLES TO ELECTRIC
- 4 VEHICLES AND CHARGERS. THERE ARE OPPORTUNITIES THAT WE KNOW
- 5 FOR VEHICLE PROCUREMENT AND CHARGING INFRASTRUCTURE PROJECTS
- 6 FOR CEC AND OTHER STATE AND FEDERAL SOURCES. SO, ASSISTANCE IN
- 7 PLANNING CANNOT ONLY HELP CITIES AND COUNTIES PREPARE FOR THIS
- 8 TRANSITION, BUT ALSO IMPROVE THEIR ABILITY TO OBTAIN STATE AND
- 9 FEDERAL FUNDING FOR IMPLEMENTATION. NEXT SLIDE PLEASE. THE
- 10 FINAL SET OF INITIATIVES ARE FOR LOCAL PLANNING AND FOR
- 11 REGIONAL PROGRAM STRATEGY DEVELOPMENT AND EVALUATION. IN
- 12 ADDITION TO THE PUBLIC FLEET PLANNING ASSISTANCE DESCRIBED IN
- 13 THE INITIATIVE THREE, IN INITIATIVE 4A WE'LL SUPPORT LOCAL
- 14 PLANNING THROUGH COUNTY PARTNERS. THIS PLANNING WOULD FOCUS ON
- 15 IDENTIFYING AND PRIORITIZING NEAR-TERM STRATEGIES AND ACTIONS
- 16 TO IMPROVE BROADER COMMUNITY ACCESS TO CLEAN MOBILITY OPTIONS.
- 17 THIS COULD INCLUDE DEVELOPING, FOR EXAMPLE, LOCAL TE ACTION
- 18 PLANS, POLICIES TO STREAMLINE CHARGING INFRASTRUCTURE
- 19 PROJECTS, CURBSIDE CHARGING PLANS PROJECT SITE PLANNING AND
- 20 DESIGN AND ENGAGEMENT FOR COMMUNITY-BASED PLANNING. THIS
- 21 PLANNING ASSISTANCE WILL HELP LOCAL JURISDICTIONS PRIORITIZE
- 22 IMPLEMENTATION ACTIONS AND ALSO, AGAIN, PURSUE STATE AND
- 23 FEDERAL FUNDING FOR PUBLIC CHARGING INFRASTRUCTURE. NEXT
- 24 SLIDE, PLEASE. THE FINAL INITIATIVE, 4B IS TO DEVELOP A
- 25 REGIONAL PROGRAM STRATEGY, SIMILAR TO LOCAL PLANNING, WE'LL



- 1 SUPPORT PLANNING FOCUSED ON IDENTIFYING ACTIONS AND
- 2 IMPLEMENTATION PATHWAYS, BUT WITH A REGIONAL PERSPECTIVE. THIS
- 3 WILL INCLUDE WORKING WITH REGIONAL AND LOCAL PARTNERS TO
- 4 IDENTIFY, PRIORITIZE, AND COORDINATE ACTIVITY AND PROGRAMS. A
- 5 REGIONAL STRATEGY WILL AVOID OVERLAPPING CONFLICTING PROGRAMS,
- 6 TO FUND MORE PROGRAMS TOGETHER, AND POTENTIALLY PURSUE
- 7 ADDITIONAL STATE AND FEDERAL FUNDING AS PARTNERS. THIS
- 8 INITIATIVE WILL ALSO INCLUDE EVALUATION OF THE NEW AND
- 9 EXISTING PROGRAMS TO INFORM PLANNING AND FUTURE INVESTMENTS
- 10 ACROSS THE TE PROGRAM AREAS. NEXT SLIDE, PLEASE. SO, NEXT
- 11 STEPS INCLUDE FOLLOWING APPROVAL OF THIS PROGRAM, WE'LL
- 12 CONDUCT ADDITIONAL ENGAGEMENT WITH PARTNERS IN THE REGION TO
- 13 COORDINATE PROGRAMMING FOR THE REGIONAL TE ASSISTANCE PROGRAM,
- 14 THE BIKESHARE INVESTMENTS, AND THE DEVELOPMENT OF A REGIONAL
- 15 PROGRAM STRATEGY. AND STAFF WILL BEGIN IMPLEMENTING THE OTHER
- 16 INITIATIVES AS APPROVED, INCLUDING THE DEVELOPMENT OF THE
- 17 TRANSIT STATION PUBLIC CHALLENGING PROGRAM, THE PUBLIC FLEET
- 18 ELECTRIFICATION PLANNING ASSISTANCE AND LOCAL ACTION PLANNING
- 19 ASSISTANCE. ADDITIONALLY STAFF WILL BE RECOMMENDING
- 20 PROGRAMMING AMOUNTS FOR COMMISSION APPROVAL IN MAY. NEXT
- 21 SLIDE, PLEASE. WITH THAT, WE'RE RECOMMENDING APPROVAL OF THE
- 22 PROPOSED TRANSPORTATION ELECTRIFICATION PROGRAM CATEGORIES 1,
- 23 3, AND 4. AND THE ASSOCIATED INVESTMENT AMOUNTS. THAT
- 24 CONCLUDES MY PRESENTATION. AND I AM HAPPY TO TAKE QUESTIONS.



1	CHAIR MTC PC, JAMES P. SPERING: THE IN THAT NUMBER ONE
2	CATEGORY, THE CHARGING INFRASTRUCTURE, THAT 30 THAT NUMBER
3	JUST SEEMS LOW FOR THE NEED DEMAND. WHAT ARE YOU GOING TO
4	GET FOR THAT 30 MILLION?
5	
6	SPEAKER: YEAH, SO, THERE IS DEFINITELY A LOT MORE DEMAND AS
7	SHOWING WITH THE STATE OF EV CHARGING IN CALIFORNIA. THERE IS
8	A HUGE AMOUNT. BUT WE KNOW THERE IS A LOT OF FUNDING COMING
9	FROM A LOT OF SOURCES THERE IS AN ENORMOUS FEDERAL EV
10	INFRASTRUCTURE PROGRAM ROLLING OUT IN ADDITION TO THE NUMBER
11	OF STATE PROGRAMS THERE IS A LOT OF FUNDING COMING TO THE
12	STATE AND REGION. WHAT WE WANT TO DO WITH THIS SET OF FUNDING
13	IS TO PROVIDE MORE TARGETED FUNDING TO THOSE AGENCIES THAT MAY
14	NOT BE ABLE TO ACCESS THOSE LARGER FUNDING POTS, AS WELL.
15	
16	CHAIR MTC PC, JAMES P. SPERING: THE AND I'M ASSUMING THAT
17	YOU'RE EXPECTING THAT MONEY TO BE LEVERAGED WITH THE OTHER
18	FUNDING SOURCES. IS THAT CORRECT?
19	
20	SPEAKER: THAT'S HOPE. YEAH.
21	
22	CHAIR MTC PC, JAMES P. SPERING: YEAH. OKAY. I'LL TURN TO MY
23	COLLEAGUES. ANY QUESTIONS ON THAT? YES, CAROL.



1	CAROL DUTRA-VERNACI: MY LIGHT WENT OFF. IN ANY CASE, A
2	QUESTION FOR YOU I LIKE THAT YOU ARE DOING THIS CHARGING
3	CONCEPT, IT MADE ME THINK ABOUT TRANSIT AREAS WHERE MORE
4	HOUSING IS COMING IN AND PARKING SPACES ARE BEING TAKEN AWAY.
5	SO, IT'S NOT JUST THE USERS OF TRANSIT THAT WILL BE ALLOWED TO
6	CHARGE, IT WILL BE THE COMMUNITY AROUND IT. AS WELL. SO HAS
7	THERE BEEN ANY CONVERSATION AROUND TIME LIMIT RESTRAINTS FOR
8	THE COMMUNITY MEMBERS? BECAUSE MY CONCERN IS THOSE THAT WANT
9	TO USE TRANSIT MAY SHOW UP IN THEIR CAR AND NOT HAVE A SPACE.
10	
11	SPEAKER: THANK YOU FOR THAT QUESTION. YES. THAT'S A GOOD
12	QUESTION. THOSE LEVEL OF DETAILS WE HAVE, THAT HASN'T BEEN
13	DETERMINED WITH THOSE OPERATORS BUT CONSIDERATIONS THAT WE
14	CONCLUDE AS WE DEVELOP THE FUNDING PROGRAM IS BALANCING
15	BETWEEN THE VARIOUS NEEDS AND POTENTIAL USERS. I THINK IT
16	WOULD DEPEND ON THE PARTICULARS AROUND EACH OF THE TRANSIT
17	STATIONS THEY WANT TO OFFER.
18	
19	CAROL DUTRA-VERNACI: THANK YOU.
20	
21	SPEAKER: I THINK I WAS NEXT?
22	
23	CHAID MIC DC .TAMES D SDEDING. IF VOIL COLLD CLUE ME VOLLD

HAND, AND I'LL ACKNOWLEDGE YOU. THEY'RE SAYING IF WE GET MORE



- 1 THAN ONE MIC IT SHUTS THE REST OF THEM OFF. SO, SUE, YOU'RE
- 2 UP. THEN ALFREDO.

3

- 4 SUE NOACK: SO, ONE OF THE QUESTIONS I HAD ON THE
- 5 ELECTRIFICATION AND THE CHARGING STATIONS. YOU KNOW, RIGHT
- 6 NOW, I THINK THE NUMBER IS, LIKE, 79%, TESLAS ELECTRIC CARS
- 7 OUT THERE, AND 21 -- BUT THE REST SEEM TO BE CATCHING UP. YOU
- 8 SEE MORE AND MORE. YET I THINK THE CHARGING STATIONS ARE MORE
- 9 SKEWED TOWARDS TESLAS AS WELL, AT THIS POINT. I SEE THE
- 10 NUMBERS THERE, AND IS THERE, SORT OF, A SPLIT SAYING, YOU
- 11 KNOW, THESE ARE THE ONES THAT ARE TESLA, BECAUSE, TESLA, AT
- 12 THIS POINT, STILL, I THINK, DOESN'T ALLOW OTHER CARS TO USE
- 13 IT. AND I THINK THE NUMBER MAY BE EVEN GREATER AS THE OTHER
- 14 ELECTRIC CARS START TO CATCH UP. IS THERE AN ANALYSIS OF THAT
- 15 SO THAT WE KNOW REALLY WHAT -- HOW MUCH WE HAVE TO CATCH UP AS
- 16 MORE ELECTRIC CARS ARE OUT THERE?

- 18 SPEAKER: YEAH. DEFINITELY TESLA HAS HAD, SORT OF, AN ADVANCE,
- 19 BEATEN ALL THE OTHERS TO THE RACE. I'M NOT SURE THAT -- THE
- 20 EXACT SPLIT BETWEEN TESLA VERSUS OTHER CHARGERS IN THE FIELD.
- 21 BUT WE DO KNOW, FOR ONE THING, THAT TESLA IS BEING
- 22 INCORPORATED INTO SOME OF THE FUNDING OPPORTUNITIES FROM THE
- 23 FEDERAL LEVEL AND POSSIBLY FROM THE STATE LEVEL, AND THAT
- 24 WOULD REQUIRE THEM HAVING PUBLIC ACCESS TO ALL USERS,
- 25 REGARDLESS OF WHETHER THEY'RE TESLA OWNERS OR NOT. THAT'S



- 1 PROBABLY SOME PORTION OF THE TESLA CHARGERS WILL BE AVAILABLE
- 2 TO OTHER USERS. BUT THE MAJORITY OF THIS TYPE OF FUNDING AND
- 3 MOST OF WHAT WE SEE GOING THROUGH THE REBATE PROGRAMS TO
- 4 CHARGING OPERATORS ARE FOR OTHER TYPES OF CHARGERS NOT TESLA.

5

- 6 SUE NOACK: WE LOOKED AT A COUPLE MUCH THE PROGRAMS, FOR
- 7 EXAMPLE, THE VW, ONE, AND THERE WERE A LOT OF REQUIREMENTS
- 8 THAT, SORT OF, STOPPED US FROM PURSUING THAT. AND I HOPE WHAT
- 9 WE DO DOESN'T HAVE SOME OF THOSE REQUIREMENTS OR THAT WE CAN
- 10 TRY TO ENCOURAGE OTHERS TO NOT HAVE SO MANY REQUIREMENTS,
- 11 THERE WAS AMOUNT OF USAGE AND THINGS LIKE THAT, THAT MADE IT
- 12 DIFFICULT FOR MUNICIPALITIES TO ACTUALLY PURSUE OTHER FUNDING
- 13 SOURCES.

14

- 15 SPEAKER: DEFINITELY ONE OF THE CONSIDERATIONS WHEN WE'RE
- 16 TALKING ABOUT COORDINATION WITH OTHER PROGRAM ADMINISTRATORS
- 17 AND ONE OF THE THINGS WE'RE THINKING ABOUT ARE THOSE
- 18 REOUIREMENTS AND WHETHER THERE ARE OTHER PROGRAMS WITH
- 19 SIGNIFICANT REQUIREMENTS THAT WE CAN, SORT OF, FILL THE GAPS
- 20 IN AND SUPPORT THOSE TYPES OF OTHER CHARGERS. OUR OWN FUNDING
- 21 WILL HAVE ITS OWN ELIGIBILITIES AND REQUIREMENTS AS FEDERAL
- 22 FUNDS, AND, SO, THERE MIGHT BE WAYS TO MATCH FUNDING TO THE
- 23 RIGHT RECIPIENTS.

24

25 SUE NOACK: THANK YOU.



1	
2	ALFREDO PEDROZA: THANK YOU. I SUPPORT THIS. I THINK IT'S
3	GREAT. AS SOMEONE THAT AN ELECTRIC CAR WE HAVE A WAYS TO GO.
4	THE CHARGERS WE HAVE IN THIS BUILDING THE STANDARD ONES IT'S
5	17 MILES PER HOUR. SO WHEN YOU TALK ABOUT THE REALITY OF WHAT
6	PEOPLE FACE, IF YOU ARE GOING FROM POINT A TO POINT B, THERE
7	FOR AN HOUR YOU GET 17 MILES THAT'S WHAT WE'RE FACING. THIS IS
8	GREAT. I WOULD INVEST IN CHARGING INFRASTRUCTURE BECAUSE
9	THAT'S WHERE FUNDING NEEDS TO GO. BUT I UNDERSTAND WE WANT E-
10	BIKES AS WELL. THE QUESTION I HAVE, HAS ANYONE STUDIES WHAT
11	THE CAPACITY OF THE GRID IS TO SUPPORT THIS MOVEMENT? BECAUSE
12	AS SOMEONE THAT DROVE AN ELECTRIC CAR DURING POWER SHUTOFFS,
13	WE WERE ALL IMPACTED AND THAT'S JUST THE REALITY OF WHAT WE'RE
14	ALL GOING THROUGH. SO IS THERE ANYONE DOING THAT? OR ARE WE
15	ENCOURAGING SOMEONE TO LEAD IN THAT SPACE. IT'S PART OF THE
16	EQUATION.
17	
18	SPEAKER: I KNOW IT'S DEFINITELY PART OF THE LARGER
19	CONVERSATION HAPPENING ACROSS THE STATE, CPUC IS INVOLVED
20	ALONG WITH CEC, BECAUSE THERE IS DEFINITELY GOING TO BE A
21	LARGER, SORT OF, DEMAND ON THE ELECTRICAL GRID SYSTEM AND
22	THERE IS GOING TO BE CONTINUED CONVERSATIONS WITH UTILITIES
23	INCLUDING PG&E.



MAT MALONEY: I'LL ADD. THE CAPACITY OF THE GRID IS A CONCERN, 1 AND WE'RE HEARING THAT EVERYWHERE, ALSO HEARING OTHER TYPES OF 2 3 CONCERNS ABOUT PG&E'S ROLE IN GETTING CHARGERS INSTALLED AND PERMITTED, THERE'S THAT CONUNDRUM WE HAVE TALK ABOUT PG&E HERE 4 5 AT THIS COMMITTEE OVER THE LAST FEW MONTHS AND ALL TYPES OF TOPIC AREAS WHETHER DEVELOPMENT OF HOUSING OR WHATEVER IT IS 6 WE HAVE A LOT TO WORK ON THERE WITH PG&E, WE ARE WORKING, I 7 8 AND OTHERS ARE DOING A LOT OF OUTREACH TO PG&E RIGHT NOW TO BEGIN THOSE CONVERSATIONS TO ENSURE THERE IS A COMMON 9 UNDERSTANDING WITH SOME OF THE PROGRAMS AND THE INVESTMENTS 10 AND THE DOLLARS WE'RE PUTTING OUT THERE, AND JUST THE NEED 11 THAT WE HAVE TO KIND OF GET THINGS GOING OUICKLY, AND NOT GET, 12 SORT OF, CAUGHT UP IN SOME OF THESE ISSUES. 13 14 ALFREDO PEDROZA: I APPRECIATE THAT. TALKING TO PG&E IS HELPFUL 15 16 TO PARTNER IN THIS BUT IN TERMS OF THE FRONT SIDE BEFORE WE HAVE TO UNDO SOMETHING, BUT SOME OF THESE CHARGERS, 17 MILES 17 PER HOUR, TESLA CHARGERS ARE UP TO 20 TO 30 MILES PER HOUR AND 18 THAT'S THE DIFFERENCE ESPECIALLY YOU IN ARE SUPER CHARGING. 19 THERE IS DIFFERENCES IN ACCESSIBILITY I WANT TO BE MINDFUL OF 20 21 OUR ROLE IN THE REGION AND MAKING SURE ACCESSIBILITY IS KEY BUT WE HAVE TO UNDERSTAND THE REALITY OF WHAT IT IS AND WHAT 22 WE'RE ENCOURAGING PEOPLE TO DO IT'S NOT PRACTICAL AT THIS 23

MOMENT IN TIME BECAUSE THE INFRASTRUCTURE IS NOT THERE YET BUT



IT WILL BE. THANK YOU FOR LETTING ME VENT BECAUSE I RAN OUT OF 1 2 BATTERY THIS WEEK. [LAUGHTER] 3 CARLOS ROMERO: ALONG THOSE SAME LINES, ARE YOU SUGGESTING 4 5 PERHAPS IN THE KIND OF ELECTRIFICATION POWER RANGE SUGGESTING 6 LEVEL 1, 2, OR THREE, THERE'S A HUGE DIFFERENCE BETWEEN LEVEL TWO AND LEVEL 3, 3 REQUIRES 480 VOLTS WHICH IS NOT PRESENT IN 7 8 ALL PLACES YOU COULD DO IT IN THREE PHASE OR YOU COULD JUST DO -- ARE WE LOOKING TO DO LEVEL TWOS? LEVEL TWOS ARE ABOUT 9 10 \$4,000 INSTALL. WE ARE REQUIRED BY OUR DEVELOPERS IN EAST PALO ALTO TO INSTALL LEVEL ONE, EXCUSE ME -- LEVEL THREE, THEY'RE 11 COMING IN AT OVER \$100,000. LET'S MAKE THOSE DEVELOPERS DO 12 PHASE THREES, THEY'RE PUTTING IN NEW INFRASTRUCTURE. DOESN'T 13 IT MAKE SENSE? I UNDERSTAND 17- 18 MILES AN HOUR IS 14 15 PROBLEMATIC BUT FOR THOSE WORKING IN THE CCE AREA AND THE 16 COMMUNITIES CHOICE AREAS ULTIMATELY DEALING WITH POWER AT HOME, PROGRAMS THAT SHUT DOWN ONE THING TO POWER UP ANOTHER AT 17 LOWER COST. SO THERE IS GOING TO BE SOFTWARE THAT HAS TO 18 ADDRESS THIS UNTIL WE GET TO THE POINT WHY WE CAN CREATE 19 GREATER CAPACITY IN THE GRID THAT'S NOT A LOCAL ISSUE IT'S A 20 21 NATIONAL ISSUE. GETTING POWER FROM A TO B. SO I'M WORRIED THAT WE MIGHT DECIDE TO GO WITH LEVEL THREES, WHICH ARE REALLY, 22 REALLY EXPENSIVE. AND, YOU KNOW, MAYBE REDUCE THE POSSIBILITY 23 OF EXTENDING THESE OUT INTO MORE AREAS EVEN THOUGH IT IS AT 18 24

OR 20 MILES PER HOUR WHICH IS BETTER THAN LEVEL ONE WHICH DOES



FIVE MILES PER HOUR. RIGHT? IF YOU PLUG IT IN OVERNIGHT, YOU 1 GET 60 MILES. THOUGHT ON WHERE YOU GUYS WANT TO INCENTIVIZE 2 3 THE CHARGE STATIONS? IS THE SWEET POINT, YOU KNOW, A LEVEL TWO? OR ARE YOU ACTUALLY THINKING ABOUT OTHER LEVELS? 4 5 SPEAKER: I THINK IT WOULD DEPEND ON THE LOCATION AND THE 6 DESTINATION USE CASES. SO THERE IS DIFFERENT USE CASES, OR USE 7 8 TYPES WHERE LEVEL TWO MIGHT BE ADEQUATE OR APPROPRIATE VERSUS DC FAST CHARGERS. SO, AGAIN, OVERNIGHTS, SOMETHING FOR HOME 9 10 CHARGING, WHERE LEVEL TWO IS OFTEN ADEQUATE, EVEN LEVEL ONE WHAT WE HEAR A LOT OF SINGLE-FAMILY HOMEOWNERS ARE ABLE TO 11 CHARGE ENOUGH FOR THEIR VEHICLES TO TRAVEL A DISTANCE THAT 12 THEY DRIVE WITH LEVEL ONE. BUT YEAH LEVEL TWO MIGHT WORK FOR 13 HOME CHARGING OR ALSO WORKPLACE DESTINATIONS WHERE YOUR 14 15 VEHICLE MIGHT SITTING EIGHT OAR MORE HOURS. SO LEVEL TWO WOULD 16 PROVIDE ENOUGH CHARGE AT, YOU KNOW, A LOWER ENOUGH COST FOR 17 THAT USE THAN THE OTHER TYPES OF DESTINATIONS, SORT OF, OPPORTUNITY CHARGING, WHETHER YOU'RE GOING TO A PUBLIC, SORT 18 OF, PARKING LOT FOR SHOPPING OR, SORT OF, AS NEEDED ON LONGER 19 TRIPS. THAT'S WHERE YOU MIGHT WANT TO CONSIDER DC FAST 20 21 CHARGING. SO THOSE ARE ALL QUESTIONS WE WANT TO THINK ABOUT AS WE DEVELOP OUR OWN PROGRAM. 22 23 CARLOS ROMERO: ALONG THOSE LINES WE HAD THE SAME CONVERSATION 24

TALKING ABOUT SEA LEVEL RISE PROTECTION AND WHO IS GOING TO

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- 1 COORDINATE AND HOW ARE YOU GOING TO GET PEOPLE IN THE ROOM.
- 2 EVERY SINGLE -- ALL OF OUR COUNTIES, [INDISCERNIBLE] HAS ONE,
- 3 MARIN, SAN MATEO COUNTY, ALL OF US HAVE EMERGENT OR
- 4 ESTABLISHED COMMUNITY CHOICE AGGREGATION. RIGHT PUTTING
- 5 COLLECTIVELY ON A YEARLY BASIS, 10 TO \$15 MILLION CONSISTENTLY
- 6 EVERY YEAR INTO THIS. THERE HAS TO BE SOME COORDINATION.
- 7 RIGHT? THERE REALLY HAS TO BE SOME COORDINATION. WE'RE NOT
- 8 FOCUSING IN THE COUNTY ON LEVEL THREES. WHAT WE'RE ASSUMING IS
- 9 THAT BECAUSE TESLA IS OPENING UP MANY THOUSAND OF SUPER
- 10 CHARGERS BECAUSE RIGHT NOW THEY'RE PROPRIETARY, RIGHT NOW
- 11 WE'LL BE ABLE TO MEET THAT NICHE WITH THE TESLA SUPER CHARGERS
- 12 AND OF COURSE I TELL ALL OF MY COLLEAGUES MAKE YOUR DEVELOPERS
- 13 PUT FAST CHARGERS IN. SO, YOU KNOW, I THINK SOMEONE HAS TO
- 14 COORDINATE THIS DISCUSSION. I DON'T KNOW IF IT'S US, OR THE
- 15 STATE, BUT I SEE DISPARATE THINGS HAPPENING HERE AND THERE AND
- 16 IT WOULD BE TRAGIC TO SEE THREE AND LEVEL TWOS GOING INTO THE
- 17 SAME GARAGE WHEN WE COULD SPREAD THEM TO OUT IN THE COMMUNITY.
- 19 SPEAKER: WE REALLY WANT TO START BY BUILDING THE COOPERATION
- 20 WITH THE OTHER AGENCY THAT'S RIGHT HERE IN THIS BUILDING, THE
- 21 BAAOMD AT THE REGIONAL SCALE THAT MAKES A LOT OF SENSE. I CAN
- 22 TELL YOU WE'RE NOT ALL THE WAY THERE YET BUT ARE WORKING
- 23 TOWARDS A COMMITMENT WHERE WE CAN BLEND THIS 20 MILLION WITH
- 24 THEIR EXISTING PROGRAM SO AT LEAST THERE IS A ONE-STOP-SHOP
- 25 FOR THE RECIPIENT, FOR THE CUSTOMER. WE HAVE TALKED TO ALL OF



- 1 THE CCAS IN THE REGION, AND AS YOU MENTIONED THEY'RE ALL A
- 2 LITTLE DIFFERENT IN TERMS OF SCOPE AND SERVICE THAT THEY HAVE.
- 3 BUT THEY'RE ALL DOING INTERESTING WORK. WE THINK THE BIG
- 4 OPPORTUNITY WITH CCAS AND WITH REGION UNTIL PARTNERS IS GOING
- 5 AFTER THE BIG PORTS OF FEDERAL AND STATE MONEY THAT ARE COMING
- 6 DOWN THE PIKE. AND IF WE CAN PULL TOGETHER ALL RESOURCES
- 7 HAPPENING REGIONALLY WE CAN MAKE A CASE TO THE FEDS OR TO THE
- 8 STATE FOR A BIGGER AMOUNT. SO, THAT'S KIND OF THE STRATEGY
- 9 WE'RE AFTER, KIND OF THE LONG GAME IN TERMS OF GETTING A
- 10 BIGGER AMOUNT OF MONEY HERE AND INTO THE REGION.

11

- 12 CARLOS ROMERO: ONE LAST OUESTION -- WE'RE NOT LOOKING AT THIS
- 13 -- THESE CHARGERS ARE NOT FREE, RIGHT? YOU PLUG IN YOUR CAR
- 14 AND YOU'RE GOING TO PAYING A CERTAIN AMOUNT WE'RE GOING TO BE
- 15 DOING THIS INCENTIVIZING THESE GOING TO BE OWNING THEM TO A
- 16 CONCESSIONAIRE? HOW ARE WE GOING TO DO THIS CLEARLY THE MARKET
- 17 IS TRYING TO METED NEED AND I'M TRYING TO UNDERSTAND ARE WE
- 18 JUST SUBSIDIZING OR ARE WE SOMEHOW ENTERING INTO AN AGREEMENT
- 19 WITH A CONCESSIONAIRE?

20

- 21 SPEAKER: THAT COULD BE DETERMINED BUT I THINK THE THINKING IS
- 22 THAT IT WOULD BE SOME, SORT OF, GRANT OR REBATE PROGRAM,
- 23 RATHER THAN WE WOULD BE ONLY PURCHASING AND OPERATING.



- 1 SPEAKER: THANK YOU. AND THANK YOU FOR THE PRESENTATION. MATT
- 2 YOU SPOKE TO WHAT I WAS GOING TO ASK ABOUT THE NEED FOR
- 3 COORDINATION AMONG AGENCIES INVOLVING TRYING TO GET EV GRANTS
- 4 AND FIGURING OUT ALL REQUIREMENTS AND WHO'S OFFERING WHAT.
- 5 IT'S VERY HARD FOR A JURISDICTION. I APPRECIATE THE
- 6 COORDINATION EFFORT. ANY THOUGHTS ABOUT WHERE YOU GO OR
- 7 PRIORITIES TO COORDINATE WITH AIR OUALITY AND OTHERS? HOW YOU
- 8 ARE APPROACHING IT?

9

- 10 SPEAKER: YEAH. WE HAVE ALREADY BEEN IN A LOT OF CONVERSATIONS
- 11 WITH AIR DISTRICTS. WE HAVE BEEN PARTNERING IN VARIOUS LEVELS
- 12 FOR MANY YEARS ON EVS AND SUPPORTING THEIR EXISTING PROGRAM
- 13 CHARGE AND COORDINATING WITH THEM. WE HAVE A LOCAL REGIONAL
- 14 STAKEHOLDER GROUP THAT MEETS REGULARLY WHERE WE DISCUSS THESE
- 15 TYPES OF TOPICS CALL THE EV COORDINATING COUNCIL. WE ARE
- 16 PLANNING ON HAVING MORE ENGAGEMENT WITH THE AIR DISTRICT IF
- 17 PARTICULAR BUT ALSO OTHER PARTNERS TO FIGURE OUT HOW WE CAN
- 18 MATCH OUR PROGRAMS AND ADMINISTER THEM IN A WAY THAT'S MORE
- 19 SEAMLESS TO THE RECIPIENT.

20

- 21 STEPHANIE MOULTON-PETERS: I WOULD AGREE WITH BOARD MEMBER
- 22 ROMERO. WE REALLY NEED A STRATEGY WE'RE ALL PART OF AND WE'RE
- 23 ALL FOLLOWING AS CONSISTENT. SO I HOPE THAT YOUR CONVERSATIONS
- 24 LEAD IN THAT DIRECTION. THANK YOU.



CHAIR ABAG PC, JESSE ARREGUIN: YEAH. I WAS ALSO GOING TO TALK 1 ABOUT THE COORDINATION ISSUE. I THINK THAT'S IMPORTANT. CCAS 2 3 HAVE LOCAL DEVELOPMENT MONEY, THEY'RE REINVESTING IN NOT JUST RENEWABLE ENERGY PROJECTS IN THEIR DISTRICTS BUT THEY'RE 4 5 MOVING INTO THE ELECTRIFICATION SPACE. SO COORDINATION WITH THEM NOT ONLY IN TERMS OF INVESTMENTS, BUT THEY'RE ALSO 6 APPLYING FOR FEDERAL DOLLARS MAKING SURE WE'RE NOT COMPETING 7 8 AGAINST THE SAME POT OF MONEY BUT WE'RE TRYING TO ALIGN THE RESOURCES AS MUCH AS POSSIBLE IT'S CRITICAL. TO THAT END FOR 9 TRANSIT STATION CHARGING THAT'S EXCITING HELPING US MOVE THE 10 MOBILITY HUB CONCEPT ON A BIGGER SCALE BUT I'M CURIOUS ABOUT 11 THE OPPORTUNITIES IT PROVIDES THAT IS A LOT OF MONEY THAT HAS 12 BEEN EARMARKED FOR ELECTRIFICATION, FOR CHARGING. I'M CURIOUS 13 ABOUT OUR THINKING ABOUT HOW WE MIGHT LEVERAGE THOSE DOLLARS 14 15 SO WE CAN DO MORE THAN 10 MILLION POTENTIALLY. THAT 10 MILLION 16 IS SEED FOR POTENTIALLY OTHER MONEY WE CAN LEVERAGE FROM THE FEDERAL GOVERNMENT. 17 18 SPEAKER: YEAH. WE'LL HAVE TO CONSIDER -- I'M NOT SURE. I'M 19 LESS FAMILIAR WITH THE INFLATION REDUCTION ACT MONEYS. A LOT 20 OF IT FOR CHARGING WOULD BE GOING THROUGH EPA SO SOME OF THAT 21 GETS TARGETED TOWARDS SPECIFIC VEHICLE TYPES AND USES TOWARDS 22 MEDIUM HEAVY-DUTY VEHICLES, EQUIPMENT. RIGHT NOW WE'RE FOCUSED 23 ON THE OBAG \$3 FEDERAL TRANSPORTATION DOLLARS. BUT WE HAVE 24

BEEN TRACKING THE INFLATION REDUCTION ACT MONEY.



1 SPEAKER: I'LL ADD SOME OF THE PROGRAMS OUT THERE, THE NEVI 2 3 MONEY, NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE I THINK THAT'S THE ACRONYM SOME OF THAT MONEY IS DIRECTED TO INTERSTATE 4 5 TRAVEL FAST CHARGING. I WOULD SAY AT THIS POINT WE MAY NOT GET INTO THAT SPACE AS MUCH I THINK THE FOCUS FOR US IS ON THE 6 LOCAL LEVEL WITH OUR PARTNERS. I THINK TALKING WITH SOME OF 7 8 THE FEDERAL ADMINISTRATORS ABOUT THIS, WHICH I HAVE, THEY ARE VERY INTERESTED IN THE REGION, SORT OF, COMING TOGETHER WITH A 9 UNIFIED STRATEGY. THEY LOOK -- SO, THEIR LEVERAGE IS A 10 BENEFIT. THEY SEE THAT AS A BENEFIT TO ANY KIND OF FUTURE 11 APPLICATION THAT WE MAKE. SO WE'RE GOING TO BE WORKING, YOU 12 KNOW, KIND OF ALONG THOSE LINE TO TRY TO MAKE THAT HAPPEN. 13 14 CHAIR ABAG PC, JESSE ARREGUIN: FOR THOSE OF US WHO WERE IN DC 15 16 I'LL MAKE ONE LAST COMMENT THE FACT THE BAY AREA CAME TOGETHER ON THE STRATEGY FOR THE BIPARTISAN INFRASTRUCTURE LAW AS 17 DIFFICULT AS IT WAS TO GET THERE, PUTS US IN A STRONGER 18 POSITION TO GET THOSE DOLLARS TO THE EXTENSIVE WE COULD DO 19 THAT AROUND ELECTRIFICATION, I THINK THAT COULD BE BENEFICIAL. 20 21 THANKS. 22 23 SPEAKER: THANKS APPRECIATE THE COMMENTS ABOUT INTER-AGENCY COORDINATION TOTALLY AGREE WON'T BEAT THAT DEAD HORSE ANY 24 LONGER. I NOTICED THE ADOPTION ON A SIGNIFICANT INFLECTION 25



POINT IN 2020 OBVIOUSLY AT THE START OF THE PANDEMIC DO WE 1 2 KNOW WHY THE CURVE BENT SO SIGNIFICANTLY A FEW YEARS AGO? 3 SPEAKER: GOOD OUESTION. I KNOW AROUND THAT TIME IT SEEMED LIKE 4 5 SUDDENLY, WHERE IT FEELS LIKE YOU'RE HEARING ABOUT EVS VERY AND ADOPTION. I'M NOT SURE WHAT HAPPENED THEN. THERE WAS A LOT 6 OF TALK AROUND THAT TIME WHEN ALL THE OEMS ALL THE 7 8 MANUFACTURES WERE COMING OUT WITH THESE TARGETS OR COMMITMENTS TO GO ALL ELECTRIC BY CERTAIN DATES. SO, I THINK THERE WAS A 9 10 LOT ON THE POLICY SIDE, LIKE, THE STATE HAD MOVED ON THAT, BUT THEN I THINK WHAT MADE THE DIFFERENCE IS ACTUALLY THE 11 MANUFACTURES STARTED GETTING IN ON IT AND STARTED SEEING HOW 12 TESLA WAS SHOOTING AHEAD OF THEM, SO THEY HAD TO MATCH. SO I 13 THINK WHAT YOU SAW IS A LOT OF PUBLIC PR INFORMATION GETTING 14 15 OUT THERE ON EVS. 16 SPEAKER: MORE OF A SUPPLY SIDE. I WAS CURIOUS IF THERE WAS A 17 POLICY CHANGE AT THE STATE LEVEL THAT HAD THAT, SOUNDS LIKE A 18 VARIETY OF FACTORS MAYBE MORE ON THE SUPPLY SIDE. 19 20 SPEAKER: MORE RECENTLY BETWEEN A FEW YEARS AGO A COUPLE OF 21 YEARS AGO WHEN THE GOVERNOR SET THE EXECUTIVE ORDER BY ALL EVS 22 BY 2035 THEN CARB PUT INTO THE RULEMAKING PROBABLY MORE 23 RECENTLY THAN THAT ADVANCED CLEAN CARS RULE ON AN EFFECT OF 24

POLICY HAVING AN IMPACTS. WHAT YOU SEE IN THE RESEARCH IS THAT



PLACES, COUNTRIES WHERE THEY'RE IMPLEMENTING STRICTER POLICIES 1 2 AROUND EVS YOU SEE A HIGHER DEMAND AND ACTION. SO, I THINK 3 IT'S PROBABLY A LITTLE BIT OF BOTH GOING ON. 4 5 SPEAKER: GOT IT. THANKS. 6 7 PAT ECKLUND: CHAIR SPERING? 8 9 CHAIR MTC PC, JAMES P. SPERING: YES? 10 CLERK OF THE BOARD: I'M PAT EKLUND. I HAVE HAD MY HAND RAISED. 11 I DON'T KNOW IF IT'S POSSIBLE FOR ME TO --12 13 CHAIR MTC PC, JAMES P. SPERING: YES YOU CAN, GO AHEAD, PAT, 14 RIGHT NOW. I DIDN'T SEE THAT. I'M SORRY. 15 16 PAT ECKLUND: THAT'S OKAY. GREAT PRESENTATION AND A GREAT 17 PROGRAM. NOVATO HAD SOME DIFFICULTY IN BEING SUCCESSFUL IN 18 GETTING GRANTS, AND AS YOU KNOW, CITIES AND COUNTIES ARE GOING 19 TO HAVE TO REPLACE SOME OF THE OLD ONES THAT ARE SLOW CHARGERS 20 21 AND BUY NEWER ONES. SO IT'S JUST NOT BUYING NEW ONES, IT'S 22 BUYING ONES TO REPLACE THE ONES THAT WERE THE FIRST TIME WE EVER INSTALLED ANY OF THEM. BUT DO WE KNOW THE NUMBER OF 23 ELECTRIC VEHICLES HAVE BEEN BOUGHT BY CITY AND BY COUNTY? DO 24

WE HAVE THAT INFORMATION? BECAUSE THAT MIGHT HELP US IN



DETERMINING, YOU KNOW, SORT OF, LIKE THE DISTRIBUTION OF --1 ESPECIALLY IF THERE IS GOING TO BE A LOT OF COMPETITION FOR 2 3 THE GRANT FUNDS AND THEN HOW MANY CHARGERS DO WE NEED FOR NUMBER OF RESIDENT WHO IS HAVE ELECTRIC VEHICLES? I DON'T KNOW 4 5 IF ANY OF THAT INFORMATION IS AVAILABLE. SO THOSE ARE A COUPLE 6 OF MY QUESTIONS SO FAR. 7 8 SPEAKER: YEAH, SO IN TERMS OF THE FLEET VEHICLES I'M NOT SURE OF THAT NUMBER. THERE MIGHT BE DATA OUT THERE OR INFORMATION 9 COLLECTED. WE CAN LOOK INTO THAT. AND THEN IN TERMS OF THE 10 NUMBER OF CHARGERS PER VEHICLE. SO THAT'S GOING TO DEPEND ON 11 THE -- ON THE SYSTEM THAT'S DECIDED FOR THOSE RESIDENTS. YOU 12 KNOW, THERE IS A LOT OF PUSH OR INTEREST IN BOTH COUNTS OF 13 EITHER TRYING TO PROVIDE CHARGERS THAT ARE SHARED BETWEEN 14 15 RESIDENTS IN AN AREA VERSUS TRYING TO PROVIDE CHARGING FOR 16 EACH DRIVER AT THEIR PARKING SPOT. SO IT WILL DEPEND ON WHAT THE SET UP IS THAT. AND I THINK THAT CONNECTS WITH LOCAL 17 POLICY, WHETHER YOU ARE REOUIRING DEVELOPERS TO INCLUDE EITHER 18 CHARGERS AT THE STATIONS, IT'S ALREADY REQUIRED TO BUILD 19 CERTAIN AMOUNT THAT ARE EV READY HOW MUCH IS ACTUALLY 20 21 DEVELOPED WITH ANY RESIDENTIAL DEVELOPMENT. 22 PAT ECKLUND: TALKING ABOUT THE FLEET YOU'RE NOT JUST TALKING 23 ABOUT GOVERNMENT, YOU'RE ALSO TALKING ABOUT RESIDENCE, AS 24

WELL. WE DON'T KNOW HOW MANY ARE IN EACH CITY OR COUNTY?



1 2 SPEAKER: IN THE IMPROVE FLEETS, I'M NOT SURE. 3 PAT ECKLUND: IT'S NOT -- I'M NOT TALKING ABOUT JUST MUNICIPAL 4 5 FLEETS, I'M TALKING ABOUT HOW MANY THERE ARE IN THE CITY. WE HAVE A POPULATION OF 5,055,000 PEOPLE IN NOVATO. SO IT SEEMS 6 7 LIKE THERE IS A LOT MORE ELECTRIC VEHICLES DRIVING AROUND. 8 MATT MALONEY: CEC TRACKS THIS DATA WE HAVE A FEW SLIDES 9 EARLIER IN THE PRESENTATION MOST OF IT IS STATEWIDE. I'M NOT 10 SURE WHETHER WE CAN GET DOWN TO THE LOCAL LEVEL ON THAT WE CAN 11 LOOK AT THAT AND I THINK WE CAN GET DOWN TO, SORT OF, THE 12 COUNTY LEVEL ON THAT DATA. 13 14 PAT ECKLUND: I WAS WONDER FORGET DMV HAS THAT INFORMATION? 15 16 MATT MALONEY: THEY MAY. IN TERMS OF YOUR OVERALL QUESTION, THE 17 NEED THAT'S OUT THERE, WE KNOW WE HAVE 80,000 PUBLIC CHARGERS 18 IN THE STATE TODAY, BUT THE CEC ESTIMATE IS THAT WE NEED 1.2 19 MILLION. SO, WE HAVE A LONG WAY TO GO IN TERMS OF GETTING 20 21 THAT, TO THAT DEMAND. SO, YEAH. I THINK IT'S -- THAT'S WHY WE 22 THINK IT'S WORTH MAKING THE INVESTMENT. 23 PAT ECKLUND: I SUPPORT THIS PROPOSAL VERY MUCH. 24



- CHAIR MTC PC, JAMES P. SPERING: JUST ON A SIDE NOTE, HOW ARE 1 YOU APPROACHING THE COMMERCIAL SIDE OF THIS? IN THE FREIGHT 2 3 CORRIDORS? ARE WE LOOKING AT MAJOR CORRIDORS, 880, 680, IF THE INFRASTRUCTURE IS THERE FOR COMMERCE? AND YOU KNOW FOR A LOT 4 5 OF THE TRAVEL THAT TAKES PLACE IN THE REGION? 6 MATT MALONEY: WE ARE LOOKING AT THAT, A LOT OF THE FEDERAL 7 8 MONEY THAT'S COMING OUT, THE NEVI PROGRAM ARE FOCUSED ON WHAT YOU'RE TALKING ABOUT, GETTING OUR INTERSTATE SYSTEM FULLY 9 EQUIPPED, IF YOU DRIVE OUT THE 880 NOW AT A LOT OF THE CHEVRON 10 STATIONS YOU'RE STARTING TO SEE THEM EVERYWHERE. THERE IS A 11 BIG-TIME FEDERAL INVESTMENT BEING MADE IN THOSE CORRIDORS. SO 12 OUR THINKING WAS ACTUALLY NOT TO, SORT OF, BE REDUNDANT IN 13 THOSE CORRIDORS BUT MAKING OUR FOCUS LOCAL WITH OUR PROGRAM. 14 BUT WE ARE TRACKING THAT. BUT OUR READ ON THAT IS THERE IS A 15 16 LOT OF FEDERAL INVESTMENT BEING DIRECTED THERE NOW. 17 CHAIR MTC PC, JAMES P. SPERING: I FIGURED WE COULD IDENTIFY 18 LOCATIONS WHERE, ESPECIALLY FOR THE COMMERCIAL TRUCKS, THE 19 TRUCK SCALES IN OUR COUNTY IS GOING TO HAVE ALL THOSE 20 21 TECHNOLOGY AND ELECTRIC CHARGING. OKAY. ANY OTHER QUESTIONS? OKAY. THIS IS AN ACTION ITEM. SO I --22
- 24 **SPEAKER:** CHAIR SPERING?

25



1

APRIL 14, 2023

CLERK OF THE BOARD: THERE IS REMOTE LOCATION ATTENDEES WITH

2 THEIR HAND RAISED. 3 CHAIR MTC PC, JAMES P. SPERING: OH YES. GO AHEAD. I'M SORRY. 4 5 CLERK OF THE BOARD: MEMBER LEE? 6 7 8 CHAIR MTC PC, JAMES P. SPERING: MEMBER LEE, YOU'RE UP. THERE 9 YOU GO. THANK YOU. 10 OTTO LEE: YES, SO MY QUESTION, IF YOU COULD HEAR ME CLEARLY, 11 IS REGARDING, SIMILAR TO YOUR EARLIER OUESTION CHAIR SPERING, 12 REGARDING THE FOCUS. ARE WE MOSTLY FOCUSING ON COMMERCIAL AREA 13 OR MULTI-FAMILY PARKING LOT AS WELL? OR DOES IT REALLY MATTER 14 IN THIS EFFORT AT THIS POINT? 15 16 MATT MALONEY: WITH THE MONEY WE HAVE, WE ESSENTIALLY NEED A --17 LIKE A LOCAL GOVERNMENT RECIPIENT TO BE THE PROJECT SPONSOR. 18 YOU KNOW, BEYOND THAT, I THINK WITH THESE FEDERAL DOLLARS, WE 19 WOULD -- THERE WOULD BE, SORT OF, SOME ELIGIBILITY 20 REQUIREMENTS THAT ARE THERE FOR PUBLIC USE, THAT USUALLY COMES 21 22 WITH THAT REQUIREMENT. BEYOND THAT WE'LL BE WORKING ON

GUIDELINES THAT WE ARE PUTTING TOGETHER AND WE OBVIOUSLY WANT

TO ALLOW AS MUCH FLEXIBILITY AS WE POSSIBLY CAN WITH THESE

23



FUNDING SOURCES DEPENDING ON WHAT THE NEED AT THE LOCAL LEVEL 1 2 IS. 3 OTTO LEE: RIGHT. SO, FIRST, I STRONGLY AGREE THAT PUBLIC USE 4 5 IS IMPORTANT. THAT, FOR EXAMPLE, JUST MY OWN USE OF THE PUBLIC CHARGER, A LOT OF TIMES IS FOR TRAVELING LONGER DISTANCE, 6 BECAUSE SHORTER DISTANCE I'LL BE CHARGING FROM HOME. SO EVEN 7 8 MY HOME CHARGER IS NOT EXACTLY THE FASTEST, BUT THAT'S OKAY, I USUALLY CHARGE AT NIGHT WHEN I GET HOME, AND IN THE MORNING 9 IT'S ALL CHARGED UP. I THINK CONSIDERING THE MULTI-FAMILY 10 PARKING, A LOT OF PEOPLE LIVING IN APARTMENTS OR TOWN HOMES 11 WHERE YOU HAVE THIS TYPE OF WORKING, IF THEY'RE NOT BEING 12 INSTALLED IT'S GOING TO BE HARD FOR FOLKS TO CONSIDER GOING 13 ELECTRIC DRIVING WHEN THEY KNOW THEY CAN'T USE THE EV CHARGER 14 WHERE THEY PARK OVERNIGHT. NUMBER ONE. NUMBER TWO, AS TO 15 16 COMMERCIAL RETAIL, UNDERSTAND THE SYNERGY IN CHARGING STATIONS THEY'RE ALWAYS PUTTING IN SOME AREA WHERE THERE IS A 17 SIGNIFICANT AMOUNT OF RETAIL, MALLS, SUPERMARKET SO PEOPLE 18 COULD SPEND TIME SHOPPING, EATING, WHAT NOT, WHILE THE CHARGER 19 IS GOING. SO, I THINK THERE IS SYNERGY OF WORKING WITH RETAIL 20 HUBS LIKE THAT, BECAUSE SO MANY PEOPLE WOULD BENEFIT FROM BOTH 21 22 THE CHARGING AND OF COURSE AT RETAIL SERVICES BEING OFFERED. I

THINK THOSE ARE THE AREAS WE ALSO SPEAK WITH. THANK YOU.

24



CHAIR MTC PC, JAMES P. SPERING: GOOD COMMENTS. ANY OTHER HAND 1 2 RAISED, MARTHA? 3 CLERK OF THE BOARD: THERE ARE NO OTHER MEMBERS WITH A HAND 4 5 RAISED BUT WE HAVE A HAND RAID FOR PUBLIC COMMENT. 6 7 CHAIR MTC PC, JAMES P. SPERING: I'LL TAKE A MOTION AND SECOND 8 THEN GO TO PUBLIC COMMENT. 9 SPEAKER: SO MOVED. 10 11 CHAIR MTC PC, JAMES P. SPERING: HANG ON. I'M SORRY. 12 COMMISSIONER RABBITT? 13 14 DAVID RABBITT: I'LL SAY THIS, IT CAME FROM A GREAT TOWN HALL 15 16 MEETING I PARTICIPATED IN LAST NIGHT, WITH THE GOOD SENATOR MAGUIRE, TALKING ABOUT OUR UTILITY COMPANY AND KNOWING OUR 17 18 COUNTY EXPERIENCES WE'RE TRYING TO DO CONSOLIDATING RENTAL CAR FACILITY AT OUR AIRPORT AND REALLY AN ASPIRATIONAL IN THE 19 AMOUNT OF CAR CHARGING AND THE PROBLEM IS THAT ELECTRICITY IS 20 21 NOT AVAILABLE IT WON'T BE AVAILABLE FOR UPGRADES NEEDED AT THE 22 SUBSTATION FOR 5 TO 7 YEARS. I AM SUPPORTIVE BUT WHAT HAVE THE CONVERSATIONS BETWEEN THE UTILITY WE CAN EXPECT WITHIN TERMS 23

OF WORK HOPEFULLY TO APPROVE THAT WILL BE IMPACTED BY THE



ABILITY OR INABILITY OF THE UTILITY TO WORK IN GOOD FAITH TO 1 2 MOVE FORWARD IN THESE MATTERS? 3 ALIX BOCKELMAN: ALIX BOCKELMAN, DEPUTY EXECUTIVE DIRECTOR FOR 4 5 POLICY. I THINK AS MATT NOTED, WE ARE REALLY TRYING TO WORK ON COORDINATION, WE TRYING TO WORK WITH PGE. THE OTHER THING IS 6 WE ARE TRYING TO FOCUS THESE FUNDS WITH PARTNERS WHERE WE FEEL 7 8 LIKE THEY WILL HAVE THE CAPACITY AND HOPEFULLY BOTH THE TECHNICAL CAPACITY AS WELL AS THE ELECTRICAL GRID CAPACITY TO 9 MOVE ON THIS. BUT WE KNOW THAT THERE ARE A LOT OF CHALLENGES 10 THERE. SO, I THINK WE HAVE HEARD LOUD AND CLEAR FROM YOU ALL 11 THAT COORDINATION IS REALLY IMPORTANT TO BE SUCCESSFUL. AND I 12 THINK, ALSO, I REALLY LIKED, SORT OF, THE IDEA THAT WE SHOULD 13 HAVE SOMETHING KIND OF EQUIVALENT, ALMOST, TO PRESIDENT 14 ARREGUIN'S, TO THE BIL STRATEGY THAT REALLY ALLOWS US TO SEE 15 16 WHERE WE HAVE THE CAPACITY AND ALMOST HAVE -- PG&E BOUGHT INTO THIS AS WELL, SO WE CAN NOT JUST GET MONEY INTO THE REGION BUT 17 ACTUALLY EMPLOY IT TO THE OUTCOMES THAT WE WANT. I THINK WE 18 HAVE DONE OUITE A BIT OF WORK ON THIS BUT THERE IS A LOT MORE 19 WORK TO DO SO, I GUESS, WE DON'T HAVE ALL THE ANSWERS YET, BUT 20 21 WE HEAR YOU. 22 CHAIR MTC PC, JAMES P. SPERING: OKAY. THANK YOU DAVID. IS 23

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THERE A MOTION? IS



SUE NOACK: SO MOVED. NOACK. 1 2 3 CAROL DUTRA-VERNACI: DUTRA-VERNACI SECONDS. 4 5 CHAIR MTC PC, JAMES P. SPERING: NO FURTHER COMMENTS. MARTHA? 6 7 CLERK OF THE BOARD: MEMBER SILVA, GO AHEAD AND UNMUTE 8 YOURSELF. YOU HAVE TWO MINUTES. 9 SPEAKER: THANK YOU VERY MUCH. AND I APOLOGIZE FOR NOT 10 11 CORRECTLY NOTICING THE MEETING TODAY FROM SACRAMENTO I HAD A OUESTION IN THE SHORT-TERM OUR LOCAL IMPROVE GOVERNMENTS AND 12 COUNTIES TO BE ABLE TO PLAN FOR INFRASTRUCTURE TO SUPPORT THE 13 FLEET WILL WE CONSIDER ALLOWING OR SUPPORTING LOCAL PUBLIC 14 15 AGENCY TO COME IN AND PARTNERSHIP WITH THE INFRASTRUCTURE 16 SITES? 17 CHAIR MTC PC, JAMES P. SPERING: GO AHEAD. 18 19 SPEAKER: THANK YOU FOR THAT OUESTION. SO, I BELIEVE THE 20 21 QUESTION WAS ABOUT, FOR OUR CHARGING INITIATIVE, ONE, CHARGING 22 INFRASTRUCTURE. BECAUSE INITIATIVE THREE IS ALL ABOUT MUNICIPAL FLEETS AND WE'RE GOING TO BE WORKING -- OR THE MONEY 23 WOULD BE GOING TO THE MUNICIPAL GOVERNMENTS, OR AGENCIES TO 24

SUPPORT THEIR FLEET PLANNING AND TRANSITIONING. BUT IN TERMS



- 1 OF THE INFRASTRUCTURE PROGRAM, 1A, SO, OUR -- LIKE MATT HAD
- 2 MENTIONED, THE MONEY -- THE FEDERAL DOLLARS WILL BE GOING TO
- 3 PUBLIC AGENCIES. AND SO WE'LL, BY NATURE OF THE FUNDING --
- 4 WE'LL BE WORKING WITH THE MUNICIPAL GOVERNMENTS OR PUBLIC
- 5 AGENCIES ON THAT INFRASTRUCTURE ON THOSE -- THE FUNDING FOR
- 6 THAT.

7

9

11

13

- 8 CHAIR MTC PC, JAMES P. SPERING: OKAY.
- 10 SPEAKER: CAN YOU HEAR ME?
- 12 CHAIR MTC PC, JAMES P. SPERING: GO AHEAD.
- 14 SPEAKER: I DON'T THINK I WAS CLEAR ON MY QUESTION MY QUESTION
- 15 RELATED TO MUNICIPAL FLEETS IT'S NOT JUST THAT WE HAVE TO
- 16 SECURE THOSE TYPES OF VEHICLES WE HAVE TO HAVE A PLACE TO
- 17 CHARGE THEM, HAVE THE INFRASTRUCTURE FOR COOPERATION YARDS.
- 18 COMMISSIONER NOACK IS FROM PLEASANT HILL. I'M FROM WALNUT
- 19 CREEK IS THERE GOING TO BE AN ALLOWANCE WHERE WE MIGHT WORK
- 20 TOGETHER IN INITIAL YEARS ON A JOINTLY OWNED OPERATED CHARGING
- 21 AREA FOR MUNICIPAL FLEETS?
- 23 MATT MALONEY: THE ANSWER IS YES WE WOULD LOVE IF COMMUNITIES
- 24 WOULD COME TOGETHER JOINTLY THERE IS \$10 MILLION IN THIS
- 25 PROGRAM DIRECTED TOWARDS LOCAL PUBLIC FLEET ELECTRIFICATION



- 1 THE FOCUS OF THAT PROGRAM -- THIS IS WHAT WE HEARD WHEN WE
 2 WENT OUT AND TALKED TO EVERYBODY, WHAT WE HEARD IS THAT LOCAL
- 3 JURISDICTIONS STILL NEED TO DO SOME KIND OF STRATEGIC HEAVY-
- 4 DUTY PLANNING TO GET READY FOR THESE NEW REGULATIONS. THAT 10
- 5 MILLION RIGHT NOW IS NOT LOOKING AT CAPITAL WE THOUGHT ABOUT
- 6 FOCUSING ON CAPITAL BUT THE AT THE END OF THE DAY WE THOUGHT
- 7 THE BEST USE OF FUNDS WAS TO GET MONEY OUT THERE AT THE
- 8 PLANNING EFFORT LEVEL SO FOLKS CAN GET READY STRATEGICALLY FOR
- 9 WHAT'S TO COME AND IF FOLKS CAN GET READY STRATEGICALLY WE ARE
- 10 ALL FOR THAT.

11

12 **SPEAKER:** THANK YOU.

13

14 CHAIR MTC PC, JAMES P. SPERING: MARTHA ARE THERE --

15

- 16 CLERK OF THE BOARD: THERE ARE NO MEMBERS OF THE PUBLIC WITH A
- 17 HAND RAISED FOR THIS ITEM.

18

- 19 CHAIR MTC PC, JAMES P. SPERING: MOTION AND SECOND. NO FURTHER
- 20 COMMENT. TAKE THE ROLL.

21

22 CLERK OF THE BOARD: CHAIR SPERING?

23

24 CHAIR MTC PC, JAMES P. SPERING: YES.



1	CLERK OF THE BOARD: AHN IS ABSENT. CANEPA
2	
3	DAVID CANEPA: YES.
4	
5	CLERK OF THE BOARD: DUTRA-VERNACI?
6	
7	CAROL DUTRA-VERNACI: AYE.
8	
9	CLERK OF THE BOARD: MAHAN?
10	
11	MATT MAHAN: AYE.
12	
13	CLERK OF THE BOARD: MOULTON PETERS?
14	
15	STEPHANIE MOULTON-PETERS: YES.
16	
17	CLERK OF THE BOARD: NOACK?
18	
19	SUE NOACK: YES.
20	
21	CLERK OF THE BOARD: RABBITT?
22	
23	DAVID RABBITT: AYE.
24	



CLERK OF THE BOARD: MOTION PASSES UNANIMOUSLY BY ALL MEMBERS 1 2 PRESENT. 3 CHAIR MTC PC, JAMES P. SPERING: THANK YOU. GOOD DISCUSSION AND 4 5 GOOD SUBJECT MATTER. MOVING TO ITEM EIGHT, INFORMATIONAL ITEM, SEA LEVEL RISE ADAPTATION FUNDING AND INVESTMENT FRAMEWORK 6 FINAL FINDINGS AND NEXT STEPS. RACHAEL, ARE YOU KICKING THIS 7 8 OFF? ALL RIGHT. 9 RACHAEL HARTOFELIS: YEAH. I'LL BE KICKING IT OFF. RACHEL 10 HARTOFELIS RESILIENCE PLANNER HERE AT MTC ABAG JOINED BY DANA 11 BRECHWALD WHO IS HERE FROM BCDC. AND WE'RE HERE TODAY TO 12 DISCUSS THE CONCLUSION OF THE SEA LEVEL RISE ADAPTATION 13 FUNDING AND INVESTMENT FRAMEWORK A COLEAD EFFORTS BY BCDC AND 14 MTC ABAG. AND THE FRAMEWORK BUILDS OFF OF MAJOR REGIONAL 15 16 PLANNING EFFORTS ALL CALLING FOR PRIORITY ACTION TO FILL KNOWLEDGE GAPS IN THE ADAPTATION FUNDING SPACE. WE KICKED OFF 17 THE FRAMEWORK IN DECEMBER 2021 AND ARE HERE TODAY TO CONCLUDE 18 THE PROJECT AND SUMMARIZE OUR FINAL FINDINGS. NEXT SLIDE. SO, 19 AS WE INTRODUCED THE FINAL FINDINGS OF THE FRAMEWORK IT'S 20 21 IMPORTANT TO PUT THEM INTO CONTEXT. THE BAY AREA IS DEFINED BY 22 ITS RELATIONSHIP TO WATER WITH ICONIC BEACHES ON THE OUTER COAST, WATERFRONT PARKS ACROSS THE REGION WITH CLIFF SIDES, 23 WETLANDS, PLAY GROUNDS AND MORE VAST WETLANDS AND HABITATS 24

MARINE CULTURE AND COMMERCE, AS WELL AS DIVERSE SHORELINE



- 1 COMMUNITIES, SUCH AS BUSTLING DOWNTOWNS, TIGHT-KNIT
- 2 RESIDENTIAL NEIGHBORHOODS BEACH TOWNS AND INDUSTRIAL JOB
- 3 CENTERS ALL SPANNING ACROSS THE BAY, THE DELTA, AND THE OUTER
- 4 COAST. WINDING ACROSS THE REGION ARE TRANSPORTATION AND
- 5 INFRASTRUCTURE NETWORKS WHICH LINE THE SHORELINE BOTH CONNECTS
- 6 US TO ONE ANOTHER AS WELL AS SUPPORTING THE REGION'S ECONOMIC
- 7 VITALITY. BUT RISING SEA LEVELS PUT ALL AT RISK. WE'LL BE
- 8 SPOTLIGHTING FRAMEWORK FINDINGS ON KEY FINANCIAL ESTIMATES TO
- 9 TACKLE CHALLENGES TODAY IT'S IMPORTANT TO KEEP IN MIND WHAT'S
- 10 AT STAKE WITH SEA LEVEL RISE ADAPTATION AND WHAT ADAPTATION
- 11 COULD MEAN FOR PEOPLE AND PLACES THAT WE CARE ABOUT SO DEEPLY.
- 12 NEXT SLIDE. WHEN LOOKING AT THE SIGNIFICANT NEED IN FRONT OF
- 13 US IT'S IMPORTANT TO PUT INTO CONTEXT WHILE THE BAY AREA
- 14 ACCOUNTS FOR 1/3 OF THE CALIFORNIA COASTLINE 2/3 OF THE STATE
- 15 SEA LEVEL RISE IMPACTS ARE EXPECTED TO BE FELT HERE WHILE IT'S
- 16 NOT POSSIBLE TO QUANTIFY EVERY BENEFIT OF ADAPTING OUR ICONIC
- 17 SHORE LINES AND THE DIVERSE COMMUNITIES PROXIMATE TO THEM WE
- 18 CAN SPOTLIGHT ELEMENTS AT RISK AS THE WATERS RISE. ESTIMATED
- 19 THAT 200,000 JOBS AND 75,000 HOMES MAY BE AT RISK AND OVER
- 20 12,000 OF THOSE HOMES ARES IN THE REGION'S MOST SOCIALLY
- 21 VULNERABLE AREAS DEFINED BY BCDC'S COMMUNITY VULNERABILITY
- 22 DATA. AS SUCH A REGIONAL PERSPECTIVE CAN HELP ENSURE THAT
- 23 EVERYONE HAS THE OPPORTUNITIES TO ADAPT. IN ADDITION,
- 24 VULNERABLE ACRES ARE AT RISK INCLUDING THE REGION'S DIVERSE
- 25 WETLANDS AND TIDAL MARSH HABITAT WHILE \$85 BILLION IS



- 1 ESTIMATED ADD RISK IN TERMS OF THE ASSESSED VALUE OF PARCEL AT
- 2 RISK OF INUNDATION CRITICAL INFRASTRUCTURE WILL ALSO BE
- 3 EXPOSED. WHILE ESTIMATES CAN BE MITIGATED WITH COORDINATION
- 4 AND MULTI-BENEFIT SOLUTIONS, ADAPTING THE VULNERABLE
- 5 TRANSPORTATION NETWORK WITH ELEVATION OR REALIGNMENT COULD
- 6 COST OF THE REGION UP TO \$150 BILLION. OTHER INFRASTRUCTURE
- 7 SUCH AS WASTEWATER AND PUBLIC UTILITIES WILL ALSO BE COSTLY TO
- 8 ADAPT. NEXT SLIDE. AND AS A QUICK REFRESHER ON THE FRAMEWORK,
- 9 WE WOULD LIKE TO REVIEW THREE KEY FOCUS AREAS OF THE PROJECT.
- 10 THE FIRST IS TO UPDATE AND IMPROVE OUR REGIONAL ACCOUNTING OF
- 11 ANTICIPATED SEA LEVEL RISE ADAPTATION PROJECTS ONE OF THE
- 12 OUTCOMES IS TO UPDATE OUR PRIOR REGIONAL ANALYSIS WITH LOCAL
- 13 PROJECTS FROM RECENT PLANNING EFFORTS AS WELL AS TO ESTIMATE
- 14 THE REGIONAL ADAPTATION NEEDS THROUGH 2050 ANOTHER FOCUS AREA
- 15 UPDATING EXISTING REVENUE SOURCES FOR SEA LEVEL RISE
- 16 ADAPTATION THROUGH THIS WE HAVE INVENTORIED FORECASTED
- 17 REVENUES FOR STATE AND FEDERAL FUNDING PROGRAMS AND WE HAVE
- 18 CHARACTERIZED EXISTING ADAPTATION FUNDS FOR DISBURSEMENT AS
- 19 WELL FOR PURPOSES AND STUDYING NEW REVENUES FOR SEA LEVEL RISE
- 20 ADAPTATION NEEDS THAT CAN BE RAISED MO EQUITABLY WE HAVE
- 21 ANALYZED A RANGE OF POSSIBLE REVENUE MEASURES AT DIFFERENT
- 22 SCALES AND ATTEMPT TO BEGIN TO UNDERSTANDS THE EQUITABLE
- 23 APPROACHES TO CLOSE THE FUNDING GAP. NEXT SLIDE. IN SUPPORT OF
- 24 THE FIRST FOCUS AREA WE HAVE CREATED A REGIONAL INVENTORY OF
- 25 ADAPTATION NEEDS IDENTIFYING LOCALLY DEVELOPED PROJECTS IN



1	VARIOUS PLANNING STAGES INVENTORY SOURCED FROM LOCAL PLANS AS
2	WELL AS BCDC'S SHORELINE ADAPTATION MAPPING PROGRAM OR SAP MAP
3	WHICH IS AN EXTENSION OF ECO ATLAS THE INVENTORY CREATED TO
4	HELP DEVELOP HIGH-LEVEL COST ESTIMATE FOR REGIONAL ADAPTATION
5	AND TO BEGIN TO IDENTIFY THE PLANNING AND IMPLEMENTATION GAPS
6	ACROSS THE NATION WE HAVE IDENTIFIED 200 LOCALLY IDENTIFIED
7	PROJECTS IN STUDY AREAS STUDY AREAS WHICH HAVE LESS DEFINED
8	ADAPTATION INTERVENTIONS AND MANY LOCATIONS HAVE MULTIPLE
9	SITES FOR ACTIVITIES AMONG THEM. TO REVIEW THE INVENTORY IN
10	THE FALL WE SPOKE WITH LOCAL STAFF ACROSS ALL NINE BAY AREA
11	COUNTIES UPDATING OVER 2/3 OF THE INVENTORY AS WELL AS ADDING
12	ADDITIONAL PROJECTS. IN ADDITION TO REVIEWING THE INVENTORY AT
13	THIS TIME, WE MADE SURE TO SHARE THE FRAMEWORK GOALS WITH
14	ANTICIPATED OUTCOMES AS WELL AS TO DISCUSS COMPLEMENTARY SEA
15	LEVEL RISE EFFORTS. MEANWHILE TO BETTER QUANTIFY THE FULL
16	MAGNITUDE OF REGIONAL NEED, THE INVENTORY ALSO NEEDED A WAY TO
17	ACCOUNT FOR COSTS IN AREAS WITH LESS ADVANCED PLANNING OR
18	PROJECT IMPLEMENTATION. TO DO THIS PLACE HOLDER VALUES WERE
19	CREATED BY ASSUMING THE PROTECTION OF THE SHORELINE IN PLACE

LOCAL ADAPTATION PLANNING. WHILE THIS IS A HELPFUL SUMMARY OF

INCLUDING AREAS THAT HAVE NO KNOWN PLANS, AREAS WHERE A STUDY

PROJECT WAS NOT CONFIRMED TO PROVIDE SUFFICIENT PROTECTION.

AND FUTURE EFFORTS WE ANTICIPATE THAT MORE OF THESE PLACE

HOLDERS WILL BE REPLACED BY SPECIFIC IDEAS GENERATED FROM

HAS NOT YET DEFINED SPECIFIC PROJECTS, OR AREAS WHERE A

20

21

22

23

24



- 1 A MOMENT IN TIME WHICH WE'LL BE MAKING AVAILABLE AS AN
- 2 INTERACTIVE ONLINE MAP LATER IN THE SPRING, IN THE LONG-TERM
- 3 WE ENVISION BCDC SAP MAP AS A TOOL FOR THE REGION WILL
- 4 CONTINUE TO TRACK ADAPTATION PROJECTS AS SUCH DATA FROM THE
- 5 FRAMEWORK WILL BE INTEGRATED INTO THAT EFFORT FROM WHICH PLANS
- 6 AND PROJECT DATA CAN BE UPDATED AS THEY DEVELOP. IN THE NEAR-
- 7 TERM WE WILL INTEGRATE THE DATA INTO REGIONAL PLANNING EFFORTS
- 8 INCLUDING PLANNED BAY AREA 2050 PLUS AND BCDC'S REGIONAL
- 9 SHORELINE ADAPTATION PLAN. NEXT SLIDE. AND AS MENTIONED
- 10 PREVIOUSLY, THE INVENTORY HAS BEEN DEVELOPED TO HELP US
- 11 ESTIMATE A REGIONAL COST FOR SHORELINE ADAPTATION. AND FOR
- 12 CONTEXT, THE ESTIMATES THAT WE'LL DISCUSS TODAY ARE PRESENTED
- 13 IN YEAR OF EXPENDITURE. THE FRAMEWORK BUILDS OFF PREVIOUS WORK
- 14 DONE IN PLANNED BAY AREA 2050 WHICH ESTIMATED AT REGIONAL NEED
- 15 \$19 BILLION THROUGH 2050 TO UPDATE THIS INFORMATION FOR THE
- 16 FRAMEWORK WE MADE NEW ASSUMPTIONS UPDATED COST ASSUMPTIONS FOR
- 17 DIFFERENT PROJECT TYPES USING BEST AVAILABLE DATA AND WITH
- 18 THIS CHANGE ALONE THE SAME SET OF PROJECTS FROM THE PREVIOUS
- 19 WORK WOULD BE PROJECTED TO BE JUST SHY OF \$40 BILLION. WE ALSO
- 20 ACCOUNTED FOR INCREASED INFLATION OVER THE LAST FEW YEARS
- 21 PREVIOUS ANALYSIS LOOKED AT INFLATION OF 2.2% INTO THE FUTURE
- 22 WHILE FRAMEWORK ASSUMED A RATE OF 3% THROUGH THE STUDY PERIOD.
- 23 AND THE FRAMEWORK ALSO MEASURES PROTECTION THROUGH 4.9 FEET OF
- 24 SEA LEVEL RISE INTOXICATE FOR PERMANENT SEA LEVEL RISE
- 25 PROJECTED FROM THE OCEAN PROTECTION COUNCIL THROUGH 2050, AS



- 1 WELL AS A 100 YEAR STORM SURPASSING STATE GUIDELINES
- 2 RECOMMENDATIONS COINCIDING WITH MANY LOCAL PLANNING
- 3 ASSUMPTIONS OF DIFFERENT EFFORTS ACROSS THE NATION AND FINALLY
- 4 WE'RE IN AN AREA IDENTIFIED WITH NO CURRENT ADAPTATION PLANS
- 5 WITHOUT CLEAR CONCEPTS THE FRAMEWORK ANALYSIS HAS ASSUMED THAT
- 6 DEFAULT ADAPTATION ACTION FOR VULNERABLE SHORE LINES INCLUDING
- 7 AREAS WITHOUT PLANNING AND THOSE IN NEED OF AUGMENTED PLANS.
- 8 NEXT SLIDE. WHEN WE PIECE ELEMENTS TOGETHER THE ADAPTATION
- 9 ESTIMATE THROUGH 2050 IS \$110 BILLION EXPRESSED IN YEAR OF
- 10 EXPENDITURE DOLLARS. HALF OF THAT COST IS BASED ON LOCALLY
- 11 IDENTIFIED PROJECTS WITH REMAINDER ESTIMATED AS A PLACE HOLDER
- 12 VALUE INCLUDING ESTIMATES FOR ADDITIONAL SEDIMENT MANAGEMENT
- 13 NEEDS. PARTIAL PROJECT FUNDING WAS ALSO SUBTRACTED FROM THIS
- 14 DOLE BUT THERE MAY BE ADDITIONAL PROJECTS. ESTIMATED FOR A
- 15 CONSERVATIVE APPROACH TO ASSUME ADAPTATION ACTION FOR ALL
- 16 VULNERABLE SHORE LINES INCLUDING DENSER AREAS. THE SNAPSHOT OF
- 17 THE CURRENT MOMENT IN TIME EFFORTS WILL CONTINUE TO DEVELOP
- 18 AND SHIFT FOR PROJECTS IN EARLY PLANNING STAGES SO COSTS ARE
- 19 LIKELY TO CHANGE AS MORE INFORMATION BECOMES AVAILABLE.
- 20 STRATEGIES ARE NOT ESTIMATES OR ASSUMED WITH THE FRAMEWORK
- 21 ANALYSIS AND THESE WILL ALSO PLAY A KEY ROLE INCLUDING
- 22 ADAPTATION WITHOUT PROTECTION AND BUILDING CODE CHANGES OR
- 23 OTHER LOCAL POLICY ADJUSTMENTS. IN ADDITION, FUTURE ANALYSIS
- 24 WILL NEED TO INCLUDE RIVERINE AND GROUNDWATER DATA AS IT
- 25 BECOMES REGIONALLY AVAILABLE. AS WELL AS ADDITIONAL ADAPTATION



- 1 ACTION PLANS BEING INTEGRATED SUCH AS THOSE MADE BY UTILITIES.
- 2 NEXT SLIDE PLEASE. WE HAVE SOME ADDITIONAL FINDINGS FROM THE
- 3 ANALYSIS TO HIGHLIGHT DISTINCTIONS ACROSS COUNTIES. THE
- 4 ANALYSIS HAS SHOWN THAT MOST OF THE PLANNED PROJECTS ARE
- 5 HYBRID IN NATURE REPRESENTING A REGIONAL FOCUS ON MULTIPLE
- 6 BENEFITS SUCH AS LEVIES PAIRED WITH MARSH RESTORATION. IN
- 7 TERMS OF THE COUNTIES WE ESTIMATE ALAMEDA AND MARIN COUNTIES
- 8 HAVE HIGHEST COST ESTIMATES USING INFORMATION GATHERED
- 9 ALIGNING WITH ANTICIPATED SEA LEVEL RISE VULNERABILITY IN
- 10 THOSE AREAS. NOTABLY APPROXIMATELY HALF OF THE ESTIMATED VALUE
- 11 COMES FROM PLACE HOLDERS TO DEVELOP COST ESTIMATES WITH
- 12 SIGNIFICANT IMPLEMENTATION GAPS IDENTIFIED IN ALAMEDA CONTRA
- 13 COSTA AND MARIN COUNTIES HOWEVER WHILE IDENTIFYING THE
- 14 IMPLEMENTATION GAP MAY BE HELPFUL WE WOULD LIKE TO POINT OUT
- 15 KEY NUANCE BETWEEN COUNTIES IS OBSCURED IN THIS MEASUREMENT.
- 16 FOR EXAMPLE, IN MARIN COUNTY WHILE STILL SPECIFYING PROJECTS,
- 17 MARIN HAS ALMOST NO IDENTIFIED PLANNING GAPS IN FACT PLANNING
- 18 IS OUITE ROBUST AND COMPREHENSIVE BY CONTRAST IN CONTRA COSTA
- 19 COUNTY THE PLACE HOLDER VALUE REPRESENTS A SIGNIFICANT
- 20 IMPLEMENTATION AND PLANNING GAP LOCAL JURISDICTIONS UNDERSTAND
- 21 WHAT'S AT STAKE BCDC'S PROGRESS GAPS SURVEY FOUND 92% OF
- 22 RESPONDENTS INDICATED THEY LACK RESOURCES TO PLAN OR PREPARE
- 23 FOR SEA LEVEL RISE DUE TO STAFFING NEEDS WITH LOCAL ENGAGEMENT
- 24 ACROSS NINE BAY AREA COUNTIES IN THE FALL MANY LOCAL STAFFERS
- 25 ECHOED THIS SENTIMENT WHILE DATA IS LIMITED WE ANTICIPATED THE



- 1 PROJECTS IDENTIFIED GAPS WILL BECOME CLEARER THROUGH FUTURE
- 2 EFFORTS THROUGH THE DEVELOPING PLANNING GUIDELINES AND BCDC'S
- 3 REGIONAL SHORELINE ADAPTATION PLAN AS WELL AS UPDATING
- 4 PROJECTS FOR PLAN 2050 PLUS. WE HAVE DEVELOPED A SEA LEVEL
- 5 RISE ADAPTATION REVENUE FORECAST TO ESTIMATE HOW MUCH THE
- 6 REGION CAN ANTICIPATE THROUGH 2050 FROM SOURCES THAT ALREADY
- 7 EXIST. THE FRAMEWORK HAS IDENTIFIED NEW PUBLIC FUNDING SOURCES
- 8 TO ADD TO PRIOR REVENUE ESTIMATES IN THIS SPACE SUCH AS THE
- 9 ONE IN PLANNED BAY AREA 2050. AND AS SUCH WE CONCLUDED 30 NEW
- 10 ADAPTATION GRANT PROGRAMS FROM THE PAST FEW YEARS OF STATE AND
- 11 FEDERAL FUNDING. HOWEVER DESPITE INFLUX OF NEW REVENUE
- 12 OPPORTUNITIES ONLY A SMALL SHARE OF THE BILLIONS OF DOLLARS IN
- 13 NEW STATE AND FEDERAL FUNDS ARE ESTIMATED TO BE AVAILABLE FOR
- 14 BOTH SEA LEVEL RISE ADAPTATION NEEDS AS WELL AS TO BE AWARDED
- 15 FOR PROJECTS WITHIN THE BAY AREA. WITH THE BAY AREA LIKELY TO
- 16 RECEIVE TO BE WHITTLED DOWN SIGNIFICANTLY WE ASSUME A PORTION
- 17 FOR STATEWIDE OR NATIONAL FUNDS ADDITIONALLY 30 NEW FUNDING
- 18 LINE ITEMS ARE NOT SPECIFIC TO SEA LEVEL RISE ADAPTATION BUT
- 19 INSTEAD SUPPORT A RANGE OF ADAPTATION NEEDS SUCH AS WILDFIRE
- 20 OR EXTREME HEAT SO REVENUE MUST BE FURTHER FILTERED DOWN TO
- 21 SEA LEVEL RISE SPECIFICALLY WITH LIMITATIONS ACCOUNTED FOR THE
- 22 REGION CAN EXPECT ONLY A FRACTION OF THE NEW STATE AND FEDERAL
- 23 FUNDING OPPORTUNITIES IN ADDITION MAY REDUCE REVENUE ESTIMATES
- 24 BY 200 MILLION OR MORE. SUBSTANTIAL FUNDING GAP IDENTIFIED FOR
- 25 ADAPTATION NEEDS ANTICIPATED FUNDING WILL BE NEEDED TO



- 1 COMPLEMENT NEAR-TERM OPPORTUNITIES SPOTLIGHTED ON THE SLIDE AS 2 WELL AS SUPPORTING A GROWING PIPELINE OF SEA LEVEL ADAPTATION
- 3 INVESTMENTS INTO THE FUTURE. AND I'LL PASS IT OVER TO DANA TO
- 4 INTRODUCE THE NEXT SLIDE.

- 6 DANA BRECHWALD: GOOD MORNING COMMISSIONERS AND BOARD MEMBERS.
- 7 I'M DANA BRECHWALD ASSISTANT PLANNING DIRECTOR FOR CLIMATE
- 8 ADAPTATION AN BCDC ONE CONTEXT WE'RE LOOKING AT EXPLORING NEW
- 9 FUNDING SOURCES CLOSING THE GAP WILL BE INCREASING AVAILABLE
- 10 REVENUES WHILE WE CAN WORK TO ADVOCATE F STATE AND FEDERAL
- 11 FUNDING IT WILL BE BENEFICIAL TO RAISE FUNDS AT THE LOCAL --
- 12 EXCUSE ME -- MY PAPERS ARE DISORGANIZED -- COUNTY OR REGIONAL
- 13 SCALE TO FUND PROJECTS OR TO PROVIDE MATCHING FUNDS FOR
- 14 FEDERAL AND STATE OPPORTUNITIES THAT EMERGE. THE FRAMEWORK
- 15 APPROACHES IN AN EXPLORATORY WAY FOR RESEARCH AND DISCUSSION
- 16 IN THE YEARS AHEAD. IN THIS CONTEXT WE RESEARCH THROUGH
- 17 POSSIBLE REVENUE MEASURES AT THE LOCAL COUNTY AND REGIONAL
- 18 SCALES TO UNDERSTAND HOW MUCH FUNDING CAN BE RAISED ANNUALLY
- 19 AND WHAT IS THE BOND ISSUANCE POTENTIAL, OR HOW MUCH DIFFERENT
- 20 FUNDING MEASURES CAN RAISE FOR NEAR-TERM PROJECT
- 21 IMPLEMENTATION AND LASTLY WHAT ARE THE INITIAL EQUITY
- 22 IMPLICATIONS, SPECIFICALLY, WHO WOULD PAY. WHILE FUNDING
- 23 OPTIONS ARE OUT THERE FOR SEA LEVEL RISE ADAPTATION SALES
- 24 TAXES BUSINESS TAXES AND DEVELOPMENT FEES AMONG OTHERS WE
- 25 FILTERED OUR OPTIONS FOR OVERALL FEASIBLE AND REGIONAL



- 1 PRECEDENCE AS A RESULT THE THREE MEASURES WE LOOKED AT AND TO
- 2 GENERATE CASE STUDIES WERE PARCEL TAXES, AD VALOREM PROPERTY
- 3 TAXES AND ASSESSMENT DISTRICTS. NEXT SLIDE PLEASE. WHILE OUR
- 4 INITIAL FINDINGS SHOW THERE ARE TOOLS BUT NO SILVER BULLET
- 5 WE'LL NEED ADDITIONAL FUNDING FROM STATE AND FEDERAL
- 6 RESOURCES, PARCEL TAXES AND PROPERTY TAXES WERE REVIEWED AT
- 7 COUNTY AND REGION FALL SCALES AND WE LOOKED AT ASSESSMENT FOR
- 8 SUBLOCAL BASIS TO LOOK AT HIGH-LEVEL FINDINGS. PARCEL TAXES
- 9 FLAT RATE DON'T ACCOUNTED FOR VALUE OR SIZE OF THE PROPERTY.
- 10 AD VALOREM PROPERTY TAXES CAN BE PROGRESSIVE AS HIGHER
- 11 ASSESSED PROPERTIES PAY MORE WITH LIMITATIONS DUE TO PROP 13
- 12 ON HOW PROGRESSIVE TAXES CAN BE. LASTLY ASSESSMENT DISTRICTS
- 13 ARE TIED TO SPECIFIC BENEFITS WITH LESS OPPORTUNITY TO TAYLOR
- 14 THEM TO ACCOUNT FOR EQUITY DISPARITIES AS SUCH FEASIBLE IN
- 15 SPECIFIC AREAS WITH EITHER MORE RESOURCES OR DIRECT IMPACT
- 16 FROM SEA LEVEL RISE. CASE STUDIES REGIONAL ESTIMATES SHOWN
- 17 HERE A SIDE FROM ASSESSMENT DISTRICTS WITH CONSULTANT SUPPORT
- 18 LOOKING AT EXAMPLE RATES FOR WHAT TAXES COULD SUPPORT IF
- 19 RAISED AND BONDED AT DIFFERENT SCALES. FROM PARCEL TAXES TO AD
- 20 VALOREM PROPERTY TAXES BONDING POTENTIAL IS DIFFERENT DUE TO
- 21 THE FACT AD VALOREM PROPERTY TAXES ARE ABLE TO HAVE HIGHER TAX
- 22 RATES FOR HIGHLY ASSESSED PARCELS AS WELL AS FOR REGIONAL
- 23 PRECEDENCE THIS INITIAL REVIEW IS CASE STUDY EXPLORATORY
- 24 ASSESSMENT FOR FUTURE RESEARCH DISCUSSION. NEXT SLIDE. WE
- 25 GENERATED INITIAL EQUITY FINDINGS FOCUSED ON ABILITY TO PAY



- 1 USING GEOGRAPHIC SOCIAL EOUITY FINDINGS CONSTRAINED TO ADS
- 2 VALOR EM PARCEL TAXES AS COUNTY REGIONAL LEVEL AS OPPOSED TO
- 3 ASSESSMENT DESTRUCTION WHERE FINDINGS IS HIGHLY DEPENDENT UPON
- 4 COMMUNITY IN WHICH IT IS RAISED. I SHOULD HAVE NUMBERED THESE.
- 5 WITH REGARDS TO GEOGRAPHIC EQUITY, SANTA CLARA, ALAMEDA AND
- 6 SAN FRANCISCO COUNTIES HAVE THE LARGEST PROPERTY TAX RATE SAN
- 7 MATEO MARIN COUNTIES HAVE A DISPROPORTIONATE SHARE OF RISKS
- 8 FROM SEA LEVEL RISE. HOWEVER THE RISKS TO PARCEL VALUES
- 9 OBSCURE SOME ADDITIONAL NUANCES FOR EXAMPLE, IN THE CONTEXT OF
- 10 A REGIONAL REVENUE MEASURE THE PRODUCTION OF KEY REGIONAL --
- 11 OR PROTECTION OF KEY REGIONAL INFRASTRUCTURE SUCH AS US101 SAN
- 12 MATEO AND MARIN WOULD BENEFIT TRAVELERS REGION-WIDE NOT JUST
- 13 IN THAT COUNTY. SO OUR KEY FINDING HERE IS THAT USING MULTIPLE
- 14 FUNDING MEASURES SUCH AS AD VALOREM TAXES OR PROPERTY TAXES
- 15 WOULD HELP DISTRIBUTE TAX BURDEN ACROSS THE REGION. LOOKING AT
- 16 SOCIAL EQUITY WE DEFINED SOCIALLY VULNERABLE AREAS USING
- 17 BCDC'S COMMUNITY VULNERABILITY DATA CATEGORIZING A NUMBER OF
- 18 SOCIO-ECONOMIC VULNERABILITY INITIATE SUCH AS INCOME AND RACE
- 19 WITH THIS INFORMATION WE FOUND BOTH TAXES BENEFIT SOCIALLY
- 20 VULNERABLE AREAS TO A GREATER COMMENT, BOTH WOULD ADVANCE
- 21 EQUITY. HOWEVER, A PARCEL TAX LESS EQUITABLE THAN AD VALOREM
- 22 WOULD PLACE A HIGHER TAX BURDEN SOCIALLY ON VULNERABLE AREAS.
- 23 IF WE WERE TO CONSIDER ANY OF THESE MEASURES ADDITIONAL STEPS
- 24 WOULD NEED TO BE TAKEN FOR EXAMPLE, IN ADDITION TO FURTHER
- 25 RESEARCH GUIDING PRINCIPLES ARE CRITICAL TO ENSURE MEASURES



- 1 ARE SPECIFICALLY TAILORED IN ADVANCE OF EQUITABLE OUTCOMES
- 2 FROM RESPECTIVE PAY AS WELL AS HOW FUNDS ARE STRUCTURED AND
- 3 DISTRIBUTED PRINCIPLES CREATED BY THE BAY ADOPT JOINT PLATFORM
- 4 COULD SERVE AS FOUNDATION FOR SUCH EFFORT IF A REGIONAL
- 5 MEASURE AND RESILIENCE SPACE IS CONTEMPLATED. NEXT SLIDE. AS
- 6 WE CONCLUDE WE WOULD LIKE TO ZOOM OUT TO KEY FINDINGS FROM THE
- 7 FRAMEWORK IDENTIFIED AS A MIX OF GREEN AND GRAY PROJECTS WITH
- 8 MORE THAN HALF OF THE REGIONS KNOWN PROJECTS FOCUSED ON HYBRID
- 9 OR MULTI- BENEFIT SOLUTIONS WE HAVE IDENTIFIED SIGNIFICANT
- 10 FUNDING GAP OF OVER 100 MILLION TO ADDRESS THIS INCREASING
- 11 REVENUES PRIORITIZING PHASING SHORELINE PROTECTION
- 12 DISCOURAGING DEVELOPMENT AND IN HIGHLY VULNERABLE AREAS MOVING
- 13 FORWARD WE HAVE IDENTIFIED DIFFERENCES ACROSS THE REGION WITH
- 14 DISPARATE IN TERMS OF ESTIMATED COST AS WELL AS LEVEL OF LOCAL
- 15 PLANNING IMPLEMENTATION DUE TO RESOURCE CONSTRAINTS WE
- 16 DETERMINED MULTIPLE FUNDING SOURCES AND MULTIPLE SCALES WOULD
- 17 BE REOUIRED TO ADDRESS THE FUNDING GAP WITH PRIORITIZING
- 18 PHASING OF ADAPTATION PROJECTS ALSO CRITICAL TO PRIORITIZE
- 19 EOUITY IN ADDITION TO CONSIDERING FUNDING APPROACHES TO REDUCE
- 20 BURDEN ON SOCIALLY VULNERABLE AREAS UTILIZING SHARED
- 21 PRINCIPLES TO ENSURE ADAPTATION DECISIONS ARE MADE AT THE
- 22 EQUITY FOREFRONT OUR FINDINGS ARE INDICATIVE OF A NEED FOR
- 23 REGIONAL APPROACH FOR FUNDING AND DEVELOPMENT TO AVOID LEAVING
- 24 ANYONE BEHIND. NEXT SLIDE PLEASE. WHILE THE WORK MAY SEEM
- 25 OVERWHELMING THERE IS MOMENTUM UNDERWAY WE'RE CHIPPING AWAY AT



- 1 THE \$110 BILLION. I'LL SHARE THREE EXAMPLES. FOSTER CITY FIRST
- 2 IN THE FINAL YEAR OF CONSTRUCTION FOR ITS LEVEE IMPROVEMENT
- 3 PROGRAM WHICH WILL PROTECT 30,000 RESIDENTS IN THE WATERFRONT
- 4 COMMUNITY FROM STORM SURGE HIGH TIDES. THE PROGRAM INCLUDES
- 5 REDEVELOPMENT AND WIDENING OF THE BAY TRAIL RUNNING THE TOP OF
- 6 THE LEVEE MAINTAINING PUBLIC RECREATION FOR BIKERS AND
- 7 PEDESTRIANS AND CONNECTING TO ITS BAY FRONT PARKS. PROJECT
- 8 ESTIMATED FOR COMPLETION IN JOB 2024 IN THE NORTH BAY SR37
- 9 CORRIDOR ADAPTATION CURRENTLY IN PLANNING STAGES EAST WEST
- 10 ROUTE IS A CRITICAL CONNECTION FOR THE REGION CONNECTING NORTH
- 11 BAY COUNTIES AND EQUITY IS A CONSIDERATION FOR THIS PROJECT
- 12 UNLIKE MANY REGIONAL CORRIDORS THE MAJORITIES OF DRIVERS ON
- 13 THE ROUTE ARE LOW-INCOME WITH MANY IN THE NORTH BAY USING THE
- 14 CORRIDOR TO CONNECT TO JOBS IN MARIN COUNTY AND BEYOND THE
- 15 ADAPTATION OF CORRIDOR IS COLLABORATION EFFORTS IN PARTNERSHIP
- 16 WITH MTC ACROSS COUNTIES TRANSPORTATION AGENCIES CALTRANS AND
- 17 IN ADDITION THERE IS A STAKEHOLDER NETWORK REPRESENTING
- 18 INTEREST FROM TRANSPORTATION ECOLOGICAL RESILIENCE BEYOND THE
- 19 MULTI-YEAR EFFORT WILL START WITH NEAR-TERM INTENTIONS FOR
- 20 PROTECTION AND SEEK TO REDUCE CONGESTION AND LONGER TERM
- 21 CORRIDORS PROJECT SAID TO ADAPT TO SEA LEVEL RISE SUPPORT
- 22 REGION ECOLOGICAL RESILIENCE AND ENHANCE PUBLIC ACCESS. AND,
- 23 LASTLY, IN THE EAST BAY NORTH RICHMOND HORIZONTAL LIVING LEVEE
- 24 PROJECTS SEEKS TO PROVIDE PROTECTION FOR INFRASTRUCTURE,
- 25 INCLUDING WASTEWATER TREATMENT PLANT AS WELL AS DISADVANTAGED



- 1 COMMUNITIES. THE PROJECT HAS BEEN DEEPLY ENGAGED IN THE
- 2 COMMUNITIES SINCE INCEPTION BUILDING OFF THE NORTH RICHMOND
- 3 SHORELINE COMMUNITY VISION CREATE IN 2017 AND DIVERSE
- 4 STAKEHOLDER WORKING GROUP SUPPORTING PLANNING PROCESS NOW IN
- 5 DESIGN STAGE. THIS PROJECT IS ENVISIONED NOT JUST TO SERVE AS
- 6 A PROTECTIVE ASSET WITH A TRANSITIONAL UPLAND HABITAT BUT TO
- 7 EMPHASIZE COMMUNITY ENGAGEMENT AND DECISION-MAKING. IN
- 8 ADDITION TO ENGAGING COMMUNITIES THROUGH PROJECT DEVELOPMENT
- 9 LOOKING TO PROJECT OUTCOMES KEY TO SUPPORT ONGOING EDUCATION
- 10 AND ENGAGEMENT PROGRAMS SUCH AS WATER SHED PROJECT WORKING TO
- 11 CONNECT COMMUNITIES TO LOCAL WATER SHED ALONG WITH PLANNED BAY
- 12 TRAILS TO INCREASE PUBLIC ACCESS AND RECREATION THOSE ARE
- 13 THREE EXAMPLES OF PROJECTS RACHAEL SHOWED IN THE INITIAL MAP
- 14 THERE ARE MANY MORE EXCITING EFFORTS HAPPENING IN THESE
- 15 COMMUNITIES LARGE AND SMALL EVERY STEP FORWARD IS MAKING A
- 16 DIFFERENCE TO DIVERSE COMMUNITIES AND NETWORKS ACROSS THE BAY
- 17 AREA WE CAN BUILD ON THIS EXPERIENCE AND LEARN AS WE PLAN FOR
- 18 THE NEXT PROJECTS. NEXT SLIDE PLEASE. SO AS THE FRAMEWORK
- 19 PROJECT CONCLUDES WE HAVE IDENTIFIED A NUMBER OF ACTIONS TO
- 20 MOVE THESE FINDINGS FORWARD. FIRST TO PRIORITIZE SEA LEVEL
- 21 RISE INVESTMENTS IN UPCOMING PLANS. MTC'S PLANNED BAY AREA
- 22 2050 PLUS AND BCDC'S REGIONAL SHORELINE ADAPTATION PLAN WILL
- 23 HELP TO IDENTIFY WHICH PROGRAMS REQUIRE EARLY ACTION AND WHICH
- 24 MIGHT BE APPROPRIATE FOR LOWER COST INTERVENTIONS. SECOND
- 25 EXTENT POSSIBLE TO EXPLORE HOW TO INTEGRATE RESILIENCE INTO



1	ENVISION SAID REGIONAL MEASURES ON AFFORDABLE HOUSING AND
2	TRANSPORTATION THIRD BCDC WILL COMPLETE AND MAINTAIN THE
3	DEVELOPMENT OF OUR SHORELINE ADAPTATION PROJECT MAPPING TO
4	ENSURE THE REGION HAS ACCESS TO THE BEST POSSIBLE PROJECT
5	INVENTORY DATA FOURTH IN LIGHT OF OUR INITIAL ANALYSIS AND THE
6	LIMITATIONS OF NEW REVENUE MEASURES STATE AND FEDERAL FUNDING
7	WILL BE CRITICAL TO ADDRESS THE FUNDING GAP AS SUCH SHOULD
8	ACCELERATE OUR STATE AND FEDERAL ADVOCACY TO ENSURE TO SECURE
9	A GREATER PORTION OF FUNDING FOR THE BAY AREA. FINALLY,
10	PERHAPS MOST IMPORTANTLY WE RECOMMEND THAT WE BETTER DEFINE
11	ROLES WITHIN THIS SPACE PARTICULARLY FOR FUNDING PLANS AND
12	PROJECTS THERE IS NO ONE LEAD FOR AGENCY FOR SEA LEVEL RISE
13	FUNDING AND THIS IMPACTS OUR ABILITY TO SECURE AND DISTRIBUTE
14	THOSE MONIES AND LASTLY TASKS LAID OUT IN THE JOINT PLATFORM
15	IS FOR US TO IDENTIFY WAYS TO SUPPORT CITIES, COUNTIES, AND
16	THE PRIVATE SECTOR TO DEVELOP FUNDING AND FINANCING TOOLS AT
17	MULTIPLE SCALES TO COMPLEMENT WHATEVER REGIONAL MEASURES WE
18	MAY DISCUSS MOVING FORWARD. WITH THAT WE WOULD LIKE TO THANK
19	YOU FOR YOUR TIME AND ATTENTION TODAY AND WE WILL OPEN UP FOR
20	DISCUSSION.
21	
22	CHAIR MTC PC, JAMES P. SPERING: WHO DO YOU SEE LEADING THIS
23	EFFORT THAT'S ON THE FUNDING SIDE, RACHAEL? THE FUNDING?



- 1 RACHAEL HARTOFELIS: THAT'S A GREAT OUESTION. AND AT THIS TIME
- 2 WE DO NOT HAVE A SENSE OF WHO SHOULD BE IN THE LEAD IN THIS
- 3 SPACE. AND WE ARE LOOKING TO LOOKING TO OFFICIALS LIKE
- 4 YOURSELVES TO IDENTIFY THE BEST ROLES IN THAT PARTICULAR
- 5 SPACE.

- 7 CHAIR MTC PC, JAMES P. SPERING: YEAH, WELL, ONES OF THE
- 8 CHALLENGES WE HAVE, YOU KNOW, WE'RE ALL BEING ASKED TO SUPPORT
- 9 A HOUSING MEASURE, ALL BEING ASKED TO SUPPORT A TRANSIT
- 10 MEASURE, YOU KNOW, THE WHOLE TRANSPORTATION NETWORK. I MEAN,
- 11 WHEN YOU LOOK AT THE BILLIONS OF DOLLARS OF SHORTFALL, AND YOU
- 12 KNOW, ASK ELECTED OFFICIALS, OH, WE WOULD LIKE YOU TO LEAD
- 13 THIS CHARGE TOO. I -- I THINK THAT'S ONE HELL OF AN ASK. AND,
- 14 YOU KNOW, I HOPE THAT WE EXPLORE EITHER OF THE PRIVATE SECTOR
- 15 OR SOME OTHER SEPARATE ENTITY TO BE LOOKING AT THIS OTHER THAN
- 16 GOVERNMENT AGENCIES, YOU KNOW, AGENCIES LIKE THIS. BCDC,
- 17 THEY'RE MORE REGULATORY THAN DEALING ON THE FUNDING -- MTC HAS
- 18 A LOT OF EXPERIENCE AND ABAG DOES TOO. RIGHT NOW WHEN YOU LOOK
- 19 AT WHAT'S ON OUR PLATE, THERE HAS GOT TO BE A LOT MORE
- 20 DISCUSSION AS TO HOW THIS FITS IN THIS OVERALL FUNDING
- 21 STRATEGY FOR THE BAY AREA. AND YOU KNOW, I JUST THINK IT'S
- 22 GOING TO TAKE A LOT MORE DISCUSSION AND, YOU KNOW, AT SOME
- 23 POINT WE'RE GOING TO HAVE TO START PRIORITIZING WHAT'S COMING
- 24 FIRST. AND THE OTHER QUESTION I WANTED TO ASK IS, YOU ARE
- 25 OBVIOUSLY LOOKING AT THE LIFE CYCLE OF THE BUILDINGS, HOUSING,



1

APRIL 14, 2023

AND FACILITIES, HAS THERE BEEN AN ANALYSIS DONE OF THE COST OF

MOVING PEOPLE OUT OF THOSE AREAS AND COMPARE THAT COST TO SOME 2 3 OF THE OTHER STRATEGIES THAT YOU HAVE? 4 5 RACHAEL HARTOFELIS: GOOD OUESTION. WHILE THAT WAS NOT INCLUDED IN THE SCOPE OF THE FRAMEWORK, WE DID SOME INITIAL ANALYSIS OF 6 WHAT THAT MIGHT COST, I BELIEVE, IN PLANNED BAY AREA 2050, TO 7 8 A VERY SMALL COMMENT, AND IT'S SOMETHING THAT WE CAN CONTINUE TO LOOK AT. SOME OF THOSE ESTIMATES MAY BE THROUGH PLAN 2050 9 10 PLUS, BECAUSE IN SOME AREAS ESPECIALLY LOWER DENSITY AREAS THAT MIGHT BE MORE COST EFFECTIVE AND SOMETHING WE DEFINITELY 11 WANT TO LOOK INTO. 12 13 CHAIR MTC PC, JAMES P. SPERING: AS COST EFFECTIVE YOU'RE GOING 14 TO GET LOCAL BUY-IN BECAUSE IT'S THEIR RESIDENCE THAT THEY 15 16 WANT TO HELP, AND I THINK YOU'RE GOING TO GET A LOT MORE 17 COOPERATION IN DOING THAT. I'LL LOOK AT MY COLLEAGUES, JESS, GO AHEAD. 18 19 CHAIR ABAG PC, JESSE ARREGUIN: I CAN'T COUNT HOW MANY TIMES I 20 HAVE SEEN THIS PRESENTATION, ON BARC, BCDC, AND NOW THIS. IT 21 KEEPS GETTING BETTER AND BETTER EVERY TIME, OR MORE 22 DEPRESSING. JUST A FEW THOUGHTS THAT I HAVE SHARED IN PRIOR 23 DISCUSSIONS, ONE, I THINK IT'S IMPORTANT TO LOOK AT HOW WE CAN 24 PROVIDE LOCAL PLANNING AND TECHNICAL ASSISTANCE TO LOCAL 25



- 1 COUNTY AND LOCAL GOVERNMENTS NOT JUST IN TERMS OF LAND USE
- 2 PLANNING BUT ALSO PROJECT PLANNING. AND I'M LOOKING AT MY
- 3 COUNTY OF ALAMEDA WE'RE REALLY BEHIND HONESTLY IN TERMS OF OUR
- 4 PLANNING HOW WE'RE GOING TO IMPLEMENT PROJECTS TO MITIGATE
- 5 IMPACTS OF SEA LEVEL RISE. SEEMS LIKE THERE ARE SOME CITIES
- 6 MORE LIKE ALAMEDA JUST TO THE FACT THEY HAVE TO BE PREPARED
- 7 BECAUSE THEY'RE ON AN ISLAND, BUT LOOKING TO CONTRA COSTA AND
- 8 SOUTHERN ALAMEDA, TO TALK ABOUT LEVERAGING SOME STATE MONEY TO
- 9 BE ABLE TO DEVELOP A PLANNING AND TECHNICAL ASSISTANCE PROGRAM
- 10 SIMILAR TO WHAT WE DID WITH THE REAP FOR THE HOUSING ELEMENT
- 11 WORK. I THINK THAT WOULD BE WHERE MTC AND ABAG COULD LOOK TO
- 12 EFFORTS, WE HAVE TO THINK ABOUT WHERE WE ARE PUTTING HOUSING
- 13 AND DOES IT MAKE SENSE TO PUT IT IN PLACE WHERE IS WE KNOW
- 14 THEY'RE GOING TO BE SIGNIFICANTLY IMPACTED BY SEA LEVEL RISE.
- 15 COORDINATION WITH FUTURE HOUSING AND TRANSPORTATION MEASURES I
- 16 THINK IS EXTREMELY IMPORTANT BECAUSE WE CAN THINK ABOUT HOW WE
- 17 LEVERAGE THOSE FUNDS. TRANSPORTATION, IN PARTICULAR, AND STATE
- 18 ROUTE 37 IS ONE PRIME EXAMPLE OF WHERE YOU CAN HAVE A
- 19 MULTIBENEFIT PROJECT. AND COMMISSIONER SPERING TOUCHED ON THE
- 20 ROLES. THE ROLES OF THE DIFFERENT REGIONAL ENTITY AND I KNOW
- 21 WE'RE HAVING THAT HIGHER LEVEL CONVERSATION THOSE OF US ON
- 22 BARC BUT WHO IS GOING TO TAKE RESPONSIBILITY FOR IF WE DO A
- 23 TAX OR A BOND FOR ACTUALLY IS IT THE BAY RESTORATION
- 24 AUTHORITY, IS IT MTC? WHAT IS THE ROLE OF BCDC ON THE
- 25 REGULATORY SIDE, WHAT IS THE ROLE OF ABAG ON THE PLANNING



SIDE? THOSE ARE THINGS WE HAVE TO FIGURE OUT JUST IN ONE OF 1 THE PREVIOUS CONVERSATIONS IN TERMS OF COORDINATION OF HOW 2 3 WE'RE GOING TO BE MOVING THIS WORK FORWARD. THANK YOU. 4 5 CHAIR MTC PC, JAMES P. SPERING: YES? 6 7 SPEAKER: DO YOU MIND IF I JUMP IN? I'M GOING TO GIVE A OUICK 8 SHOUT OUT. BCDC IS IN THE PROCESS OF DEVELOPING A REGIONAL SHORELINE ADAPTATION PLAN THAT WILL COME WITH STANDARDIZED 9 GUIDELINES AND GUIDANCE FOR SUBREGIONAL ADAPTATION PLANS AND 10 11 WE ARE ANTICIPATING -- THIS WAS FUNDED FOR US THROUGH OCEAN PROTECTION COUNCIL AND ONCE GUIDELINES ARE COMPLETED IN 2024 12 WE HAVE FUNDING TO PROVIDE THAT, SORT OF, TECHNICAL ASSISTANCE 13 TO HELP CITIES AND COUNTIES APPLY THOSE GUIDELINES AND WE ARE 14 ALSO WORKING WITH OCEAN PROTECTION COUNCIL TO FUND SOME OF THE 15 16 SB1 FUNDING TO CITIES AND COUNTIES TO DEVELOP THOSE PLANS THERE IS HOPE ON THE HORIZON IN ADDITION TO THE WORK WE'RE 17 DOING WITH BARC WE ARE THINKING ABOUT HOW WE GET CITIES AND 18 COUNTIES TO THE POINT OF HAVING SPECIFIC PLANS FOR THEIR 19 SHORELINE THAT ACTUALLY LEAD TO PROJECTS. SO STAY TUNED FOR 20 21 MORE ON THAT. 22 23 CHAIR MTC PC, JAMES P. SPERING: STEPHANIE?



STEPHANIE MOULTON-PETERS: THANK YOU CHAIR SPERING. I WANTED TO 1 CHIME IN ON WHAT YOU SAID ABOUT ROLES AND LEADERSHIP. ONE OF 2 3 THE REASONS I'M PARTICULARLY GLAD TO SERVE ON THIS COMMISSION AS WELL AS BCDC IS TO FIND THE NEXUS BETWEEN TRANSPORTATION 4 5 PLANS AND SEA LEVEL RISE PLANNING. CONTRA COSTA, ALAMEDA, MARIN COUNTY, AND SONOMA IN PARTICULAR THERE IS A CLEAR NEXUS 6 WITH OUR HIGHWAYS AND I THINK THERE IS AN OPPORTUNITY TO DO 7 8 SOME JOINT PLANNING SO THAT IT ISN'T TOTALLY TWO SEPARATE PLANNING EFFORTS BUT MAYBE WE IDENTIFY THE EFFORTS AT MTC, 9 10 DOING COLLABORATIVELY WITH BCDC ON INFRASTRUCTURE, WHICH I UNDERSTAND IS PLAYING A LARGE ROLE ON SEA LEVEL RISE. SO JUST 11 WANTED TO ADD THAT I SEE IT AS AN OPPORTUNITY. 12 13 CHAIR MTC PC, JAMES P. SPERING: A LOT OF COUNTIES HAVE SALES 14 TAX MEASURES FOR TRANSPORTATION AS THOSE ARE BEING RENEWED 15 16 MAYBE THE SEA LEVEL RISE IS A COMPONENT THAT GETS ADDED INTO THAT MEASURE. I THINK WE'RE GOING TO REACH A POINT WHERE 17 YOU'RE GOING TO SATURATE THIS TAXING THE PUBLIC. AND WE'RE --18 I BET YOU EVERY ELECTED OFFICIAL SITTING AT THIS TABLE IS 19 HEARING IT. I MEAN, I'M NOT ELECTED AND I'M HEARING IT. 20 21 22 CHAIR ABAG PC, JESSE ARREGUIN: [LAUGHTER] 23

CHAIR MTC PC, JAMES P. SPERING: AND, SO, THERE NEEDS TO BE

SOME DISCUSSION ABOUT HOW WE APPROACH THAT. AND THOSE LOCAL

24



- 1 MEASURES ARE EXTREMELY IMPORTANT TO THOSE COMMUNITIES. A LOT
- 2 OF THEM ARE QUALITY OF LIFE ISSUES. SO WE CAN'T SACRIFICE
- 3 THOSE AT THE SAME TIME SO WE NEED TO FIND THAT BALANCE AS WE
- 4 GO FORWARD. AND I'M CONCERNED ABOUT MTC ABAG THAT ALL WE'RE
- 5 KNOWN FOR IS MEASURES, RAISING MONEY, RAISING MONEY, RAISING
- 6 MONEY. I THINK THAT WE HAVE GOT TO FIND A WAY OF BALANCING,
- 7 DELIVERING A PROJECT AND THE RESOURCES THAT ARE AVAILABLE. BUT
- 8 THIS IS GOING TO TAKE A LOT MORE DISCUSSION. BUT I WANT TO
- 9 THANK, THIS WAS A VERY GOOD PRESENTATION, AND YOU LAY OUT WHAT
- 10 THE CHALLENGES ARE THAT AHEAD OF US. VERY WELL THOUGHT OUT.
- 11 AND LIKE JESSE, WE HAVE ALL SEEN IT MULTIPLE TIMES. VERY GOOD
- 12 WORK. ARE THERE ANY OTHER COMMITTEE MEMBER COMMENTS? CARLOS?
- 14 CARLOS ROMERO: IT WOULD BE HELPFUL FOR ME, POSSIBLY IN THE
- 15 FUTURE, TO INCLUDE A SLIDE HERE THAT MIGHT ACTUALLY HAVE OUR
- 16 EQUITY PRIORITY COMMUNITIES MAPPED OUT WITH AN OVERLAY OF
- 17 WHERE THESE ADAPTATION PLANS HAVE TO HAPPEN. BECAUSE I THINK
- 18 IT'S IMPORTANT TO KEEP IN MIND THAT THERE ARE GOING TO BE MANY
- 19 COMMUNITIES THAT JUST DON'T HAVE THE TAXING RESOURCES. AND
- 20 WILL BE AFFECTED. AND, SO, I UNDERSTAND 110 BILLED LIFT, WHERE
- 21 DO WE GET THIS MONEY. BUT THERE ARE GOING TO BE SOME
- 22 COMMUNITIES THEY WILL HAVE NOTHING IN THEIR POCKETS AND WE
- 23 NEED TO FIGURE OUT HOW TO BRING THEM ALONG WITH THOSE THAT DO.
- 24 SO, JUST A SUGGESTION.

25



CHAIR MTC PC, JAMES P. SPERING: DO WE HAVE ANY PUBLIC 1 2 COMMENTS? 3 CLERK OF THE BOARD: ARE THERE ANY MEMBERS ON ZOOM THAT WISH TO 4 5 SPEAK ON THIS ITEM? ARE THERE ANY MEMBERS OF THE PUBLIC PARTICIPATING FROM A REMOTE LOCATION THAT WISH TO SPEAK IN NO. 6 AND, OH, MEMBER LEE JUST RAISED A HAND. MEMBER LEE DID YOU 7 8 WANT TO SPEAK? 9 OTTO LEE: YES. PLEASE. THANK YOU. SORRY. I THINK I'M HAVING MY 10 UPSIDE DOWN BACKGROUND HERE. LET ME SEE IF I CAN GET IT 11 WORKING. THANK YOU SO MUCH. I ABSOLUTELY AGREE WITH WHAT CHAIR 12 SPERING TALKED ABOUT, ABOUT ASKING THE PUBLIC FOR MORE FUNDS 13 AND THIS WHOLE EXPERIENCE. I THINK WE NEED TO DID A BETTER JOB 14 15 OF TELLING THE STORY OF WHY THE MONEY IS NEEDED. FOR EXAMPLE, 16 ON EDUCATIONAL FUNDING WHEN WE SAY WE NEED MONEY TO FIX THE SCHOOLS EDUCATIONAL BONDS USUALLY PASSES BECAUSE PEOPLE 17 UNDERSTAND MONEY IS GOING TO THE SCHOOL TOWER THE KIDS. WE 18 NEED TO HAVE A BETTER EARLY THE CHANGES AND URGENCY AND HOW 19 THE FUNDING IS GOING TO BE DIRECTLY AFFECTING US. AND I THINK 20 21 AS MUCH AS WE HEAR ABOUT CLIMATE CHANGE AND RISK AND WHAT NOT, 22 I THINK THERE IS CERTAINLY ENOUGH GARBAGE COMING FROM THE SIDE BASICALLY PEOPLE STILL TALKING ABOUT THAT CLIMATE CHANGE IS A 23 THEORY AND IT'S NOT REAL AND TRYING TO SCARE EVERYBODY OFF AND 24

I THINK IT'S IMPORTANT FOR US TO NOT JUST DUMB DOWN BUT



- 1 EDUCATE THE PUBLIC WHAT IS THE RISK WE'RE FACING AND WHY THIS
- 2 NEED IS URGENT AND WHY FUNDING IS TRULY NEEDED BEFORE THE NEXT
- 3 DISASTER HAPPENS OR FLOODING. I THINK THE EXTREME WEATHER
- 4 WE'RE FACING RIGHT NOW WE HAD DROUGHT FOR SO MANY YEARS NOW
- 5 RAIN AND RESERVOIRS ARE FULL BUT THAT DOESN'T MEAN THAT
- 6 CLIMATE CHANGE IS NOT CAUSING HAVOC WITH ALL THE FLOODING IT'S
- 7 IMPORTANT TO DEVOTE RESOURCES TO TELL THE STORY TO HELP THE
- 8 PUBLIC UNDERSTAND WHY THIS IS NEEDED BEFORE WE GO ON THE AND
- 9 ASK FOR MORE MONEY.

10

- 11 CHAIR MTC PC, JAMES P. SPERING: RIGHT, AND WE'RE BRINGING IT
- 12 UP, TO EDUCATE THE PUBLIC THE FRAMEWORK TO SIX.

13

- 14 CLERK OF THE BOARD: THERE IS ONE MEMBER OF THE PUBLIC WITH A
- 15 HAND RAISED.

16

17 CHAIR MTC PC, JAMES P. SPERING: GO AHEAD.

18

- 19 CLERK OF THE BOARD: VEDA FLOREZ, YOU'RE UP. GO AHEAD AND
- 20 UNMUTE YOURSELF. YOU HAVE TO UNMUTE YOURSELF. SHE WAS OF THE
- 21 ONLY ONE. AND THERE WAS NO WRITTEN CORRESPOND RECEIVED ON THIS
- 22 ITEM

- 24 CHAIR MTC PC, JAMES P. SPERING: THANK YOU. THIS WAS AN
- 25 INFORMATIONAL ITEM. MATT AND I GO OVER THE AGENDA THE DAY



1	BEFORE AND WE SAY THAT WON'T TAKE A LOT OF DISCUSSION.
2	[LAUGHTER] I THINK WE WERE WRONG ON BOTH OF THESE. SO WITH
3	THAT, IS THERE ANY THERE IS NO PUBLIC COMMENTS?
4	
5	CLERK OF THE BOARD: THERE WAS NO WRITTEN COMMENT RECEIVED
6	UNDER GENERAL PUBLIC COMMENT. THERE ARE NO MEMBERS OF THE
7	PUBLIC WITH THEIR HAND RAISED IN ZOOM AND IS THERE ANYONE AT
8	THE REMOTE LOCATION WISHING TO SPEAK ON THIS ITEM? THERE ARE
9	NONE.
10	
11	CHAIR MTC PC, JAMES P. SPERING: OKAY. THANK YOU. IF THERE IS
12	NO FURTHER COMMENTS, THEN THIS MEETING IS ADJOURNED.
13	[ADJOURNED]
14	
15	
16	





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